HARVILL AND RIDER

PLOT PLAN NO. 190039
CHANGE OF ZONE NO. 2000008

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

CEQA CASE NO: CEQ190175

LEAD AGENCY:

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April 28, 2021

TABLE OF CONTENTS

LIST OF FIGURES

Figure Name and Number **Page**

LIST OF TABLES

Table Name and Number **Page**

LIST OF TECHNICAL APPENDICES

Appendix	Document Title
A1	Air Quality Impact Analysis, dated October 7, 2020 and prepared by Urban Crossroads Inc. (Urban Crossroads, Inc., 2020a)
A2	Mobile Source Health Risk Assessment, dated October 7, 2020 and prepared by Urban Crossroads Inc. (Urban Crossroads, Inc., 2020b)
B1	Biological Technical Report, dated November 24, 2020 and prepared by Glenn Lukos Associates. (GLA, 2020b)
C	Phase I Cultural Resources Assessment, dated January 31, 2020 and prepared by Brian F. Smith and Associates (BFSA, 2020a)
D	Energy Analysis, dated April 6, 2020 and prepared by Urban Crossroads. Inc. (Urban Crossroads, Inc., 2020c)
E1	Geotechnical Investigation, dated October 1, 2018 and prepared by Southern California Geotechnical (SoCalGeo, 2018a)
E2	Results of Infiltration Testing, dated October 1, 2018 and prepared by Southern California Geotechnical (SoCalGeo , 2018b)
E3	Geotechnical Report Update and Plan Review, dated February 18, 2020 and prepared by Southern California Geotechnical (SoCalGeo, 2020a)
F	Greenhouse Gas Analysis, dated August 7, 2020 and prepared by Urban Crossroads, Inc. (Urban Crossroads, Inc., 2020d)
G	Phase I Environmental Site Assessment, dated December 5, 2019 and prepared by Apex (Apex, 2019a)
H1	Preliminary Drainage Study, dated November 2020 and prepared by Albert A. Webb Associates. (Webb, 2020b)
H2	Project Specific Water Quality Management Plan, dated November 2020 and prepared by Albert A. Webb Associates. (Webb, 2020c)
I	Noise Impact Analysis, dated August 4, 2020 and prepared by Urban Crossroads, Inc. (Urban Crossroads, Inc., 2020e)
J	Paleontological Resource Assessment, dated February 4, 2020 and prepared by Brian F. Smith and Associates, Inc. (BFSA, 2020b)
K1	Traffic Impact Analysis, dated February 24, 2020 and prepared by Urban Crossroads, Inc. (Urban Crossroads, Inc., 2020f)
K2	Vehicle Miles Traveled Analysis, dated September 16, 2020 and prepared by Urban Crossroads, Inc. (Urban Crossroads, Inc., 2020g)

LIST OF ABBREVIATED TERMS

Acronym	Definition
§	Section
<	Less than
>	Greater than
A-1-1	Light Agriculture (zoning classification)
AB 341	Assembly Bill 341
AC	Asphalt Concrete
AC	Acre
ADP	Area Drainage Plan
ADT	Average Daily Traffic
ADOE	Archaeological Determination of Eligibility
AIA	Airport Influence Area
ALUCP	Airport Land Use Compatibility Plan
AMSL	Above Mean Sea Level
APE	Area of Potential Effect
APN	Assessor Parcel Number
AQIA	Air Quality Impact Analysis
AQMP	Air Quality Management Plan
ASTM	American Society for Testing and Materials
Bgs	below ground surface
BLM	Bureau of Land Management
BMP	Best Management Practice
CAP	Climate Action Plan
CalEEMod	California Emissions Estimate Model
CAAQS	California Ambient Air Quality Standards
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CAPSSA	Criteria Area Plant Species Survey Area
CARB	California Air Resources Board
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFD	Community Facilities District
CFGC	California Fish and Game Code
cfy	cubic feet per year
CGC	California Government Code
CIWMP	Countywide Integrated Waste Management Plan
CMP	Congestion Management Program
CNDBB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CORPS	Army Corps of Engineers

LIST OF ABBREVIATED TERMS

Acronym	Definition
CRDR	County Regulations and Design Requirement
CRMP	Cultural Resources Monitoring Program
CSA	Community Service Area
cy	cubic yard
dBA	A-weighted decibels
DEH	Department of Environmental Health
DIF	Development Impact Fee
DMA	Drainage Management Area
DBESP	Determination of Biologically Equivalent or Superior Preservation
DOC	Department of Conservation
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
E+P	Existing plus Project
EA	Existing plus Ambient Growth
EAC	Existing plus Ambient Growth plus Cumulative Conditions
EAP	Existing plus Ambient Growth plus Project Conditions
EAPC	Existing plus Ambient Growth plus Project plus Cumulative Conditions
EDR	Environmental Data Resources
EIC	Eastern Information Center
e.g.	exempli gratia meaning “for example”
EIR	Environmental Impact Report
EMFAC	Emission Factor Model
EPA	Environmental Protection Agency
EPD	Environmental Programs Department
ESA	Environmental Site Assessment
ESA	Endangered Species Act
EMWD	Eastern Municipal Water District
EV	Electrical Vehicle
FAR	floor-to-area ratio
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping & Monitoring Program
FTA	Federal Transit Administration
GCC	Global Climate Change
gpd	gallons per day
GHG	Greenhouse Gas
GIS	Geographic Information Systems
GLA	Glenn Lukos Associates
GLO	General Land Office
HCOC	Hydrologic Conditions of Concern
HCP	Habitat Conservation Plan
HCM	Highway Capacity Manual

LIST OF ABBREVIATED TERMS

Acronym	Definition
HMBEP	Hazardous Materials Business Emergency Plan
HMU	Habitat Management Units
HPD	Historic Property Data File
HRA	Health Risk Assessment
i.e.	id est meaning "that is"
I-215	Interstate 215
I-P	Industrial Park
IA	Implementing Agreement
in/sec	inch per second
IS	Initial Study
ITE	Institute of Engineers
ITEA	Integrated Energy Policy Report
JPA	Joint Powers Authority
kWh	kilowatts per hour
L_{eq}	Equivalent continuous (average) sound level
LAFCO	Local Agency Formation Commission
Lb	pounds
Lb/day	pounds per day
LCC	land Capability Classification
LESA	Land Evaluation & Site Assessment
LI	Light Industrial (General Plan land use designation)
LOS	Level of Service
LST	Localized Significance Threshold
M-H	Manufacturing -Heavy (zoning classification)
M-SC	Manufacturing – Service Commercial (zoning classification)
MARB	March Air Reserve Base
MATES	Multiple Air Toxics Exposure Study
MDP	Master Drainage Plan
MEIR	Maximally Exposed Individual Receptor
MEISC	Maximally Exposed Individual School Child
MEIW	Maximally Exposed Individual Worker
mgpd	million gallons per day
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MMTCO2e	Million Metric Ton of Carbon Dioxide Equivalent
MND	Mitigated Negative Declaration
MPO	Metropolitan Planning Organization
MRZ-3	Mineral Resources Zone 3
MSCHP	Multiple Species Habitat Conservation Plan
MS4	Municipal Separate Storm Sewer System
MVAP	Mead Valley Area Plan
MWD	Metropolitan Water District
NAHC	Native American Heritage Commission
NAAQS	National Ambient Air Quality Standards

LIST OF ABBREVIATED TERMS

Acronym	Definition
ND	Negative Declaration
NEPSSA	Narrow Endemic Plant Species Survey Area
NIOSH	National Institute for Occupational Safety and Health
NOD	Notice of Determination
NOI	Notice of Intent
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OHWM	Ordinary High Watermark
OHP	Office of Historic Preservation
OPR	Office of Planning and Research
PCE	Passenger Car Equivalent
PM	Parcel Map
PP	Plot Plan
PPV	Peak Particle Velocity
PRC	Public Resources Code
RCA	Regional Conservation Authority
RCFCWCD	Riverside County Flood Control and Water Conservation District
RC-VLDR	Rural Community – Very Low Density Residential (General Plan land use designation)
RCALUC	Riverside County Airport Land Use Commission
RCIT	Riverside County Information Technology
RCFD	Riverside County Fire Department
RCTC	Riverside County Transportation Commission
RMS	root-mean-square
RTA	Riverside Transit Authority
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCH	State Clearinghouse
SF	square foot/square feet
SGMA	Sustainable Groundwater Management Act
SKR	Stephens' kangaroo rat
SOI	Sphere of Influence
SWIS	Solid Waste Information System
SWPPP	Storm Water Pollution Prevention Plan
TAZ	Traffic Analysis Zone
TIA	Traffic Impact Analysis
TLMA	Transportation and Land Management Agency
TUMF	Transportation Uniform Mitigation Fee
UCR	University of California, Riverside

LIST OF ABBREVIATED TERMS

Acronym	Definition
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United Stated Geological Survey
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VVUSD	Val Verde Unified School District
WQMP	Water Quality Management Plan

1.0 Introduction

1.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

1.1.1 CEQA Objectives

The California Environmental Quality Act (CEQA) is a Statewide environmental law contained in Public Resources Code §§ 21000-21177 and applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. The overarching goal of CEQA is to protect the physical environment. This document is a Mitigated Negative Declaration (MND) prepared in accordance with CEQA, including all criteria, standards, and procedures of CEQA (California Public Resource Code §§ 21000 *et seq.*) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, §§ 15000 *et seq.*). This MND is an informational document intended for use by the County of Riverside, Trustee and Responsible agencies, and members of the general public in evaluating the physical environmental effects resulting from planning, constructing, and operating the proposed Harvill and Rider project (hereafter, referred to as the "Project" and described in detail in Section 3.0, *Project* Description, of this MND).

This MND was compiled by the County of Riverside, serving as the Lead Agency for the proposed Project pursuant to Public Resources Code Section 21067 and CEQA Guidelines Article 4 and Section 15367. "Lead Agency" refers to the public agency that has the principal responsibility for carrying out or approving a project. Although the Initial Study was prepared with consultant support (T&B Planning, Inc.), the analysis, conclusions and findings made as part of its preparation fully represent the independent judgment and position of the County of Riverside in its capacity as Lead Agency. The County determined that the Initial Study and its supporting reference material provide substantial evidence that an MND is the appropriate environmental document for the proposed Project.

1.1.2 Mitigated Negative Declaration Processing

A Notice of Intent (NOI) to adopt the MND will be distributed for public review with the MND. The NOI identifies the location(s) where the Initial Study/MND, the Mitigation, Monitoring and Reporting Program (MMRP), and the associated Technical Appendices that support the MND are available for public review.

Following the public review period, the County of Riverside will review any comment letters received and determine whether any substantive comments were provided that may warrant revisions to the MND. If substantial revisions are not necessary (as defined by State CEQA Guidelines § 15073.5(b)), then the MND will be finalized and forwarded to the County of Riverside decision-maker(s) for review as part of their deliberations concerning the proposed Project. In order to approve the proposed Project, the County of Riverside would need to adopt this MND. Following approval, a Notice of Determination (NOD) for the MND will be filed with the Riverside County Clerk.

1.1.3 Lead Agency Contact Information

During the public review period for this MND, comments or questions concerning this MND can be submitted in writing by mail or e-mail to the County of Riverside as follows. No other methods of transmitting written comment (via social media, for example) will be accepted.

Brett Dawson, Project Planner
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1.2 PROJECT SUMMARY

The proposed Project consists of an application for a Plot Plan (Plot Plan No. 190039) and Change of Zone (CZ No. 2000008) to develop an approximately 15.07-gross acre (14.77 net-acre) property located at the northeast corner of Harvill Avenue and Rider Street on Assessor Parcel Numbers (APNs) 317-170-024 and 317-170-045 in the unincorporated community of Mead Valley in western Riverside County, California. The proposed Project involves the construction and operation of one (1) approximately 334,922 square foot (SF) warehouse building with approximately 10,990 SF of 1st floor office, 7,850 SF of office mezzanine, 316,082 SF of warehouse, 41 dock doors, parking for automobiles and trucks, one (1) water quality detention basin, and associated improvements (HPA, 2020a).

2.0 Environmental Setting

2.1 Project Location

As shown on Figure 2-1, *Regional Map*, and Figure 2-2, *Vicinity Map*, the 15.07 gross-acre Project site is located in the unincorporated community of Mead Valley in western Riverside County, California. Western Riverside County abuts San Bernardino County to the northeast, Orange County to the west, and San Diego County to the southwest. The Project site is generally located north of Rider Street, south of Cajalco Road, east of Harvill Avenue, and west of Interstate I-215 (I-215). Specifically, the site is bounded on the south by Rider Street, on the west by Harvill Avenue, on the east by the RCTC/Metrolink railway, now owned by the Riverside County Transportation Commission (RCTC) and used by Metrolink for the 91/Perris Valley Line, east of which is Interstate 215 (I-215), and on the north by vacant land. The Project site is located approximately 2.17 miles (11,468 feet) southerly of the March Air Reserve Base/Inland Port Airport (MARB).

2.2 Surrounding Land Uses and Development

The land uses surrounding the Project site are described below and shown on Figure 2-3, *Surrounding Land Uses and Development.*

North: To the immediate north of the Project site is vacant undeveloped land, north of which are former A.T. & S. F. railroad tracks, north of which is California Truss Company, a commercial lumber yard (SoCalGeo, 2018a, Table 2-1; Google Earth Pro, 2020).

South: The Project site is bound on the south by Rider Street. South of Rider Street is JM Eagle Perris Plant, a plastic pipe manufacturer (SoCalGeo, 2018a, Table 2-1; Google Earth Pro, 2020). Southwest of the Project site, and south of Rider Street and west of Harvill Avenue at 20123 Harvill Avenue is a 21.31-acre construction site for the Harvill Business Center (HBC) consisting of an approximately 423,665-SF building and associated improvements. (Core 5, 2019)

East: Immediately east of the site are the RCTC Metrolink railroad tracks which run parallel to I-215.

West: The site is bound on the west by Harvill Avenue, west of which is undeveloped land. Directly west of the Project site and west of Harvill Avenue is a development site for the Rider Commerce Center that was approved by the County of Riverside on July 8, 2019. The Rider Commerce Center (PPT180023) is approved to construct a 203,445 SF single-story concrete tilt-up building with a maximum height of 44 feet, and associated improvements. (Riverside County Planning Department, 2019e)

2.3 Existing Site and Area Characteristics

Pursuant to the State CEQA Guidelines Section 15125, the environmental setting for the proposed Project is the approximate date that the Project's environmental analysis commenced. The Project's applications were filed with the County of Riverside on December 19, 2019 and the environmental review commenced

at that time. As such, the environmental baseline for the proposed Project is established as of approximately December 19, 2019.

2.3.1 Site Access and Circulation

Regional access to the site is available from the I-215 Freeway. The I-215 Freeway is part of the State highway system operated by the California Department of Transportation (Caltrans). As identified on the County of Riverside General Plan Circulation Element, Harvill Avenue, a Major Highway is adjacent to the site's western boundary, and Rider Street (west of Harvill Avenue), a Secondary Highway, is adjacent to the site's southern boundary.

2.3.2 Land Use

The subject property was shown on historical aerial photos as vacant undeveloped agricultural land from 1938 to 1961. In the late 1960s, the property developed as a grain milling operation and remained as a grain milling operation until July 2019. The buildings associated with the site's previous use were demolished in the Fall of 2019 and the property is vacant land under existing conditions. (Apex, 2019a, pp. V, 8-1; Table 4-3)

2.3.3 Aesthetic and Topographic Features

Regionally, the Project site lies within the larger Perris Valley, which is framed by the Gavilan Hills to the west and the Lakeview Mountains across the valley to the east (Riverside County, 2016a, p. 6). As shown on Figure 2-5, *USGS Topographical Map,* the site topography ranges from approximately 1,503 feet above mean sea level (AMSL) in the central-east portion of the site to approximately 1,517 feet AMSL in the northern portion of the site. The site topography slopes downward toward the southeast at a gradient of approximately 1 percent. (SoCalGeo, 2020a, p. 2)

As shown on Figure 2-4, *Aerial Photograph*, the aesthetic character of the Project site is defined by disturbed, undeveloped, vacant land, located in an area of Mead Valley west of the I-215 Freeway. The existing aesthetic conditions of the Project site are shown on Figure 2-6, *Site Photo Key Map*, and Figure 2-7, *Site Photos 1, 2, and 3*, and Figure 2-8, *Site Photos 4 and 5*. No sources of artificial light are located on the property. The Project site is located approximately 40 miles from the Mt. Palomar Observatory, and according to Riverside County GIS, the Project site is located within Zone B (15-45 miles) of the Mt. Palomar Lighting Zone. (RCIT, 2020) (Google Earth Pro, 2020)

2.3.4 Air Quality and Climate

The Project site is located in the 6,745-square-mile South Coast Air Basin (SCAB), which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD), the agency charged with bringing air quality in the SCAB into conformity with federal and State air quality standards. As documented in the Project's air quality impact analysis (*Technical Appendix A1* to this MND), although the climate of the SCAB is characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. More than 90% of the SCAB's rainfall occurs from November through April. Temperatures during the year range from an average minimum of 36°F in January to over

100°F maximum in the summer. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Ana[s]" each year. Although air quality in the SCAB has improved over the past several decades, according to the SCAQMD, the SCAB currently does not meet State or federal criteria for ozone (8-hour standard) or particulate matter (PM) (<2.5 microns, or $PM_{2.5}$), and does not meet the State criteria for ozone (1-hour standard) or particulate matter (<10 microns, or PM_{10}) (SCAQMD, 2016).

2.3.5 Vegetation and Wildlife

The Project site consists of disturbed land (RCIT, 2020). A single constructed feature (herein referred to as "Feature A") occurs in the approximate center of the Project site and consists of a ten-foot-wide by 243-foot-long by one-foot-deep concrete-lined ditch with vertical concrete side walls. Feature A originates at the western Project boundary at a concrete culvert that runs under Harvill Avenue and terminates within the Property boundary. No signs of water flow were observed by GLA within Feature A and no storm drain or other drainage connection occurs at its terminus.

On a regional scale, the Project site is located within the western Riverside County Multiple Species Habitat Conservation Plan (herein, MSHCP) area. According to Riverside County GIS, the Project site is not located within any MSHCP Criteria Cells; thus, the subject property is not targeted for conservation under the MSHCP. The nearest area subject to a MSHCP Criteria Cell is located approximately 0.23-mile southwest of the Project site (Cell No. 2432). (RCIT, 2020) The Project site is within the MSHCP Burrowing Owl Survey Area. Within the designated Survey Areas, the MSHCP requires habitat assessments and focused surveys within areas of suitable habitat. The Project site is not located within the MSHCP Criteria Area, Narrow Endemic Plant Species Survey Area (NEPSSA), Criteria Area Plant Species Survey Area (CAPSSA), Mammal Survey Area, Amphibian Survey Area, and/or existing or proposed Core or Linkage. (RCA, n.d.) (GLA, 2020b, p. 3) The site is located within a Stephens' Kangaroo Rat (SKR) Fee Area (RCIT, 2020)

2.3.6 Geology

The subject property is located in the Peninsular Ranges geomorphic province of California. The Peninsular Ranges province extends from the Los Angeles Basin southeast to Baja California and from the Pacific Ocean eastward to the Coachella Valley and the Colorado Desert. The province consists of numerous northwest to southeast-trending mountain ranges and valleys that are geologically controlled by several major active faults. According to the United States Geological Society (USGS) geologic Map of Perris 7.5' Quadrangle in Riverside County, Perris and the subject property are located between the Elsinore and San Jacinto fault zones, within the northern portion of the Peninsular Ranges Province within the central portion of the Perris block. Specifically, the subject property is located in the central part of the Perris block, a generally stable area situated roughly midway between two the major fault zones. The property is not located in an Alquist-Priolo (AP) earthquake fault zone (Apex, 2019a, p. 4-2) (RCIT, 2020).

According to Riverside County GIS, the Project site is mapped as having a High Potential/Sensitivity (High B), for paleontological resources. The category "High B" indicates that fossils could be encountered at or below a depth of four feet. (RCIT, 2020; Riverside County, 2015b, p. 4.9-11)

2.3.7 Soils

Based on a review of the Natural Resources Conservation Service online mapping website, the Project site contains Greenfield sandy loam, 0 to 2 percent slopes (GyA), Greenfield sandy loam, 2 to 8 percent slopes, eroded (GyC2), Ramona sandy loam, 0 to 2 percent slopes, MLRA 19 (RaA), and Ramona sandy loam, 2 to 5 percent slopes, eroded (RaB2) (NRCS, n.d.) (see Figure 2-9, *Soils Map).*

According to the geotechnical investigation conducted on the site by Southern California Geotechnical (SoCalGeo), the Project site consists of asphaltic concrete to a depth of 3 feet. Beneath these pavements are artificial fill soils that extend to depths of 5± feet below the existing site grades. These artificial fill soils generally consist of loose to medium dense silty fine to medium sands with trace clay content. In addition, the Project site contains native alluvium soil beneath the artificial fill soils. The native alluvium soils within the upper 20 to 30± feet generally consist of loose to medium dense silty sands and clayey sands. However, most of the borings encountered hard fine sandy clay layers and/or dense to very dense clayey sand layers within the upper 10± feet. The native alluvium soils found between depths of 32± and 50± feet generally consist of medium dense to dense silty fine to medium sands with trace to little clay content. (SoCalGeo, 2018a, pp. 6-7)

2.3.8 Hydrology

The Project site is located in the Santa Ana River watershed, which drains an approximately 2,650 square-mile area and is the principal surface flow water body within the region. The Santa Ana River starts in the San Bernardino Mountains, approximately 16.5 miles northeast of the Project site, and flows southwesterly for approximately 96 miles across San Bernardino, Riverside, Los Angeles, and Orange counties before spilling into the Pacific Ocean. The subject property, located within the San Jacinto groundwater sub-basin, does not have surface water bodies on the property or in the immediate vicinity. Apex's review of USGS topographic maps show that the Colorado River Aqueduct is located in the Val Verde tunnel bordering the northern portion of the property, approximately 120-feet below ground. The nearest aboveground water bodies are the San Jacinto River located approximately 5.2 miles south-southeast of the subject property, Lake Perris, a man-made lake located approximately 3.8 miles northeast of the subject property, and Lake Matthews, another man-made lake and the terminus of the Colorado River Aqueduct, located approximately 9 miles west of the subject property. (Apex, 2019a, Page 4-2)

Under existing conditions, the site drains to the east into an existing culvert under the RCTC/Metrolink railway and I-215. These flows drain over a low point in Harvill Avenue to the north of the Project site. All offsite flows cross Harvill Avenue at this low point and make their way northeast through a series of culverts under the RCTC/Metrolink railway, the associated railroad spur, and I-215. (Webb, 2020b, p. 1-1)

The subject property is situated on shallow alluvium with historic groundwater levels in the vicinity at depths of greater than 50 feet (SoCalGeo, 2018a, p. 7). According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate (FIRM) Panel 06065C1430H, the Project site is located in Flood Zone X, an area of minimal flood hazard (FEMA, 2014).

2.3.9 Utilities

The Project site is under the purview of the Eastern Municipal Water District (EMWD) for domestic water and sewer service. EMWD's water supply is obtained from four sources: 1) imported water from the Metropolitan Water District (MWD); 2) recycled water; 3) local groundwater production; and 4) desalted groundwater (EMWD, 2016a, pp. 3-1, 3-3). EMWD has an adopted Water Shortage Contingency Plan (EMWD Ordinance 117.2) that applies regulations and restrictions on the delivery of and consumption of water during water shortages.

Water and storm drain lines exist beneath Harvill Avenue and water lines, Perris Valley Area Master Drainage Plan (PVMDP) lateral H-II.1, and sewer lines exist beneath Rider Street. Additionally, a headwall and culvert (PVDMP Lateral H-12) exists east of the site and east of the RCTC Metrolink railway. Railroad. Dry utilities consist of gas lines beneath Rider Street as well as underground communications. Aboveground utilities consist of power poles along Rider Street and overhead electric lines as well as overhead electric lines near the southeast corner of the site. (Webb, 2020a)

2.4 PLANNING CONTEXT

2.4.1 Riverside County General Plan and Mead Valley Area Plan

The prevailing planning document for the Project site and its surrounding area is the Riverside County General Plan and the Mead Valley Area Plan (MVAP). As shown on Figure 2-10, *Existing General Plan Land Use Designations*, the Project site is designated Community Development - Light Industrial (LI) by the Riverside County General Plan. The Light Industrial (LI) land designation allows for a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, warehousing, distribution centers, and supporting retail uses with a building intensity range of 0.25 to 0.60 floor-to-area ratio (FAR) (Riverside County, 2017a, Table LU-4).

2.4.2 Zoning Classifications

The Project site is within the North Perris Zoning Area/District of unincorporated Riverside County (RCIT, 2020). As shown on Figure 2-11, *Existing Zoning* , the Project site is split zoned Manufacturing – Heavy (M-H) and Manufacturing - Service Commercial (M-SC) (RCIT, 2020). According to the Riverside County Land Use Ordinance (Ordinance No. 348), the intent of the M-H and M-SC Zones is to promote and attract industrial and manufacturing activities that will provide jobs to local residents and strengthen the County's economic base; provide the necessary improvements to support industrial growth; ensure that new industry is compatible with uses on adjacent lands and protect industrial areas from encroachment by incompatible uses that may jeopardize industry. Development is subject to area site improvement, landscaping, and performance standards specified in the County's Land Use Ordinance. (Riverside County, 2019b)

2.4.3 Surrounding Land Use and Zoning Designations

The Project site is bound on the west by Harvill Avenue, on the south by Rider Street, and on the west by the RCTC/Metrolink railway. The existing land uses of surrounding properties were previously described in Section 2.2, *Surrounding Land Uses and Development.* As shown on Figure 2-10, the Riverside County General Plan and MVAP designate surrounding properties the north of the Project site as M-H. In addition, properties south of Rider Street are zoned M-H, and properties west of Harvill Avenue are zoned M-SC and Industrial Park (I-P). (RCIT, 2020).

2.4.4 City of Perris Sphere of Influence

According to Riverside County GIS, the Project site is located in the City of Perris Sphere of Influence (SOI) (RCIT, 2020). A SOI is a geographic area that could eventually be incorporated into a city by annexation, subject to approval of the Riverside County Local Agency Formation Commission (LAFCO).

2.4.5 Riverside County Airport Land Use Compatibility Plan

The MARB Land Use Compatibility Plan (ALUCP) identifies land use standards and design criteria for new development located in the proximity of the MARB to ensure compatibility between the airport and surrounding land uses and to maximize public safety. At a distance of approximately 11,468 feet (2.1 miles) from the MARB runway to the Project site, the Project site is located within "Compatibility Zone C2" of the MARB influence area and is therefore subject to the MARB ALUCP. Within Compatibility Zone C2, non-residential intensity is restricted to 200 people per average acre and 500 people per single acre, and hazards to flights are prohibited. (RCALUC, 2014, Table MA-2) (RCALUC, 2020a)

2.4.6 Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), a regional Habitat Conservation Plan (HCP), was adopted on June 17, 2003, and an Implementing Agreement (IA) was executed between the United States Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), and participating entities. The intent of the Western Riverside County MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. The MSHCP identifies Criteria Areas, in which habitat conservation efforts are targeted.

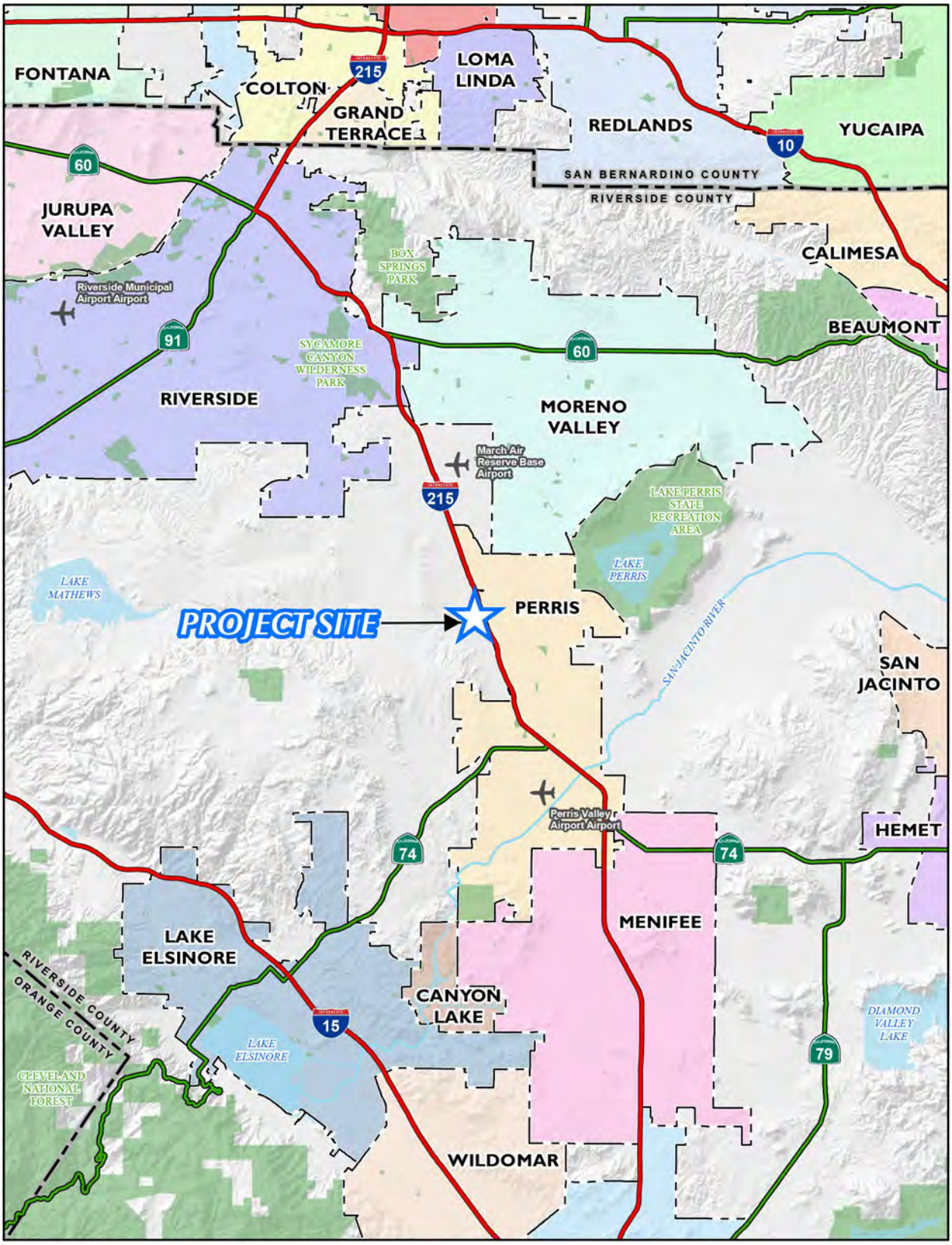
2.4.7 Southern California Association of Governments Regional Transportation Plan

Southern California Association of Governments (SCAG) is a Joint Powers Authority (JPA) under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and other plans for the region. As an MPO and public agency, SCAG develops transportation and housing

plans that transcend jurisdictional boundaries that affect the quality of life for southern California as a whole.

SCAG's *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* (Connect SoCal) serves as an update to the *2016-2040 RTP/SCS* and focuses on the continued efforts of the previous RTP/SCS plans for an integrated approach in transportation and land uses strategies in development of the SCAG region through horizon year 2045. The goals for Connect SoCal include: 1) encourage regional economic prosperity and global competitiveness; 2) improve mobility, accessibility, reliability, and travel safety for people and goods; 3) enhance the preservation, security, and resilience of the regional transportation system; 4) increase person and goods movement and travel choices within the transportation system; 5) reduce greenhouse gas emissions and improve air quality; 6) support healthy and equitable communities; 7) adapt to a changing climate and support an integrated regional development pattern and transportation network; 8) leverage new transportation technologies and data-driven solutions that result in more efficient travel; 9) encourage development of diverse housing types in areas that are supported by multiple transportation options; and 10) promote conservation of natural and agricultural lands and restoration of habitats. (SCAG, 2020)

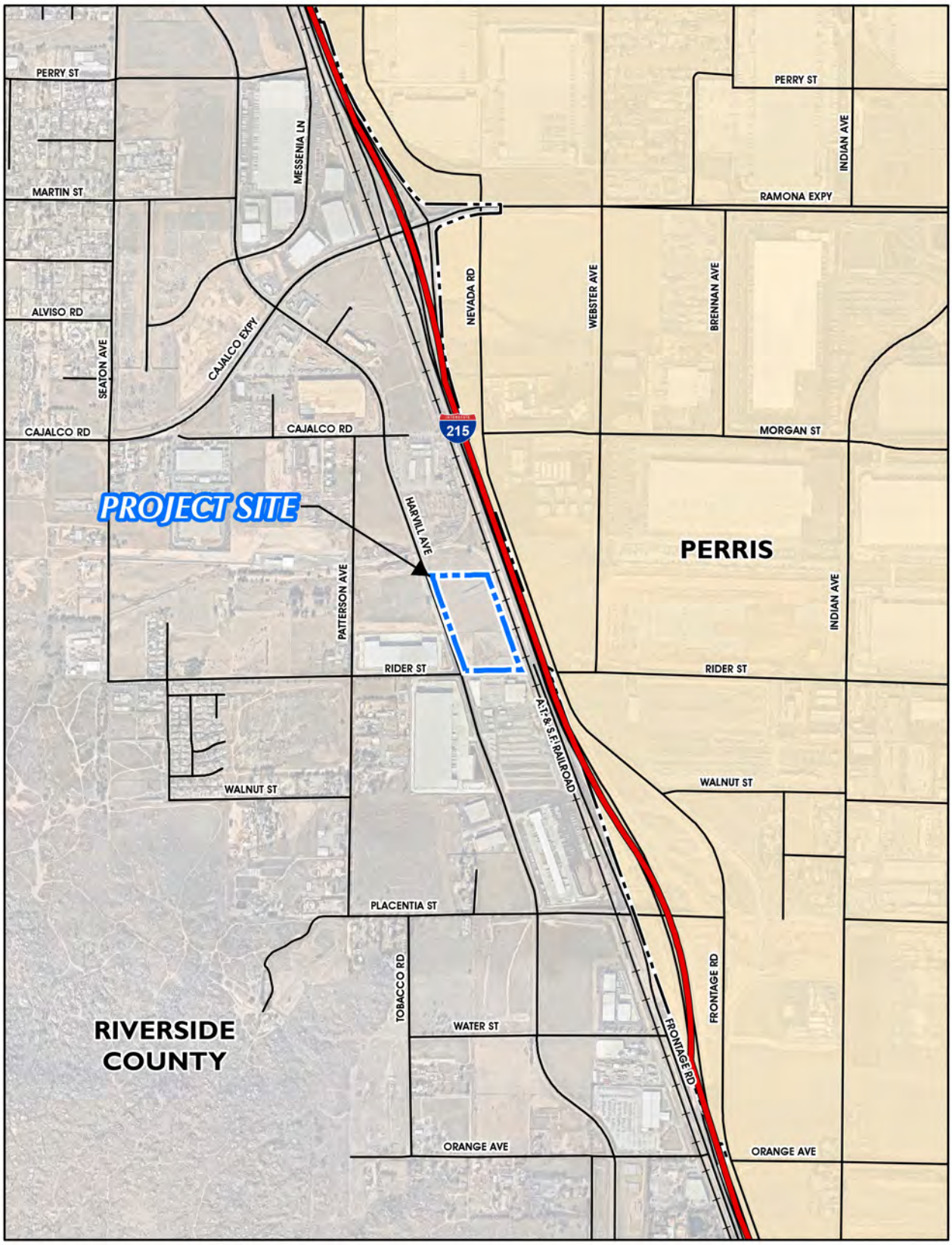
The *2020-2045 RTP/SCS* include an appendix titled "Goods Movement" that is applicable to the proposed Project because the Project entails the development of a warehouse building in the SCAG region that could support a variety of light industrial, warehousing, and logistics users. In April 2018 SCAG published *Industrial Warehousing in the SCAG Region*. According to the document, the SCAG region is a vibrant hub for international and domestic trade because of its large transportation base and extensive multimodal transportation system. The SCAG region's freight transportation system includes warehouses and distribution centers; the Ports of Los Angeles, Long Beach, and Hueneme; airports; rail intermodal terminals; rail lines, and local streets, state highways and interstates. Together the system enables the movement of goods from source to market, facilitating uninterrupted global commerce. The region is home to approximately 34,000 warehouses with 1.17 billion square feet of warehouse building space, and undeveloped land that could accommodate an additional 338 million square feet of new warehouse building space. These regions attract robust logistics activities, and are a major reason why the region is a critical mode in the global supply chain. (SCAG, 2018, p. ES-1)



Source(s): ESRI, RCTLMA (2020), SB County (2019)

Figure 2-1

Regional Map



Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 2-2

0 400 800 1,600 Feet

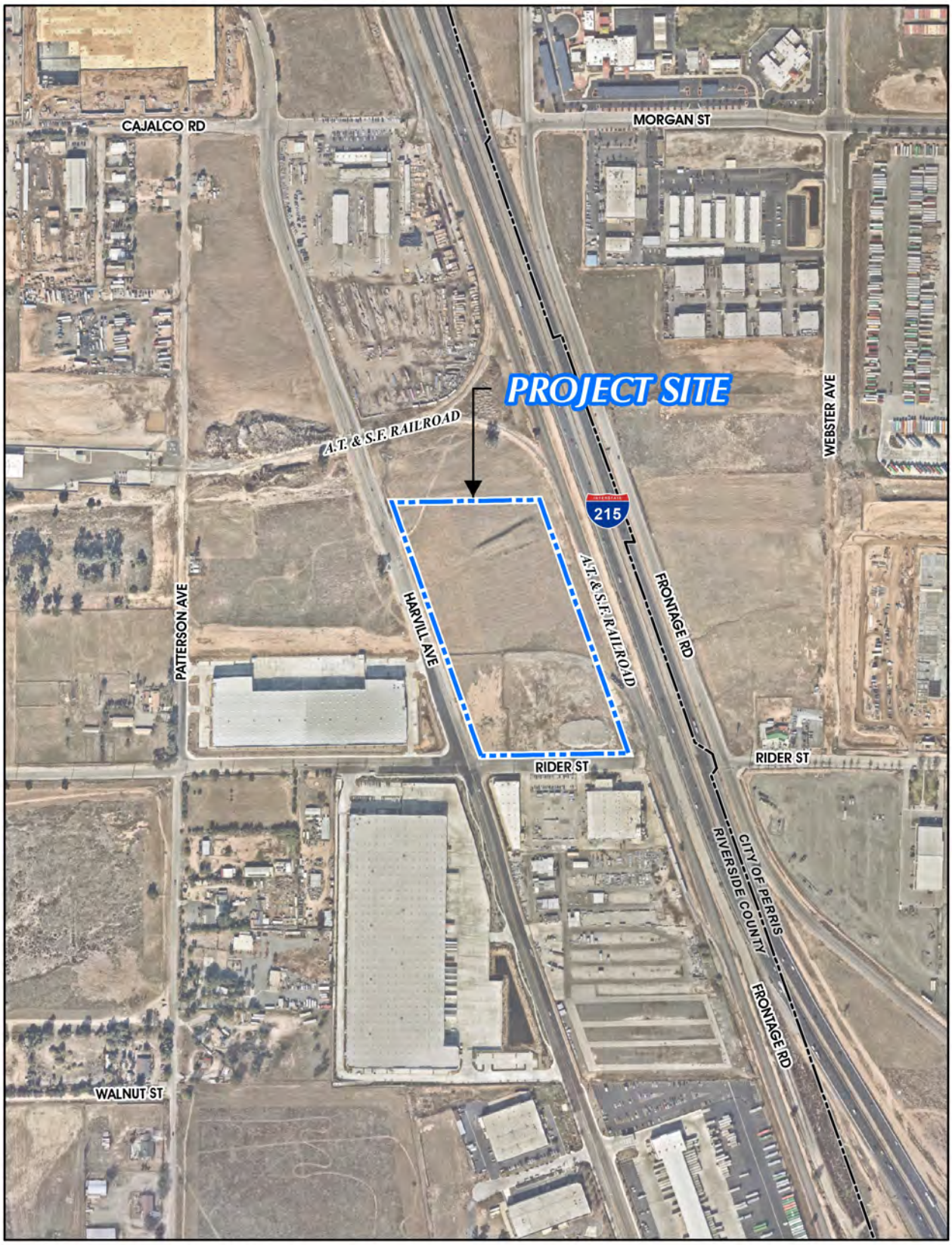
Vicinity Map

Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

0 150 300 600 Feet

Figure 2-3

Surrounding Land Uses and Development

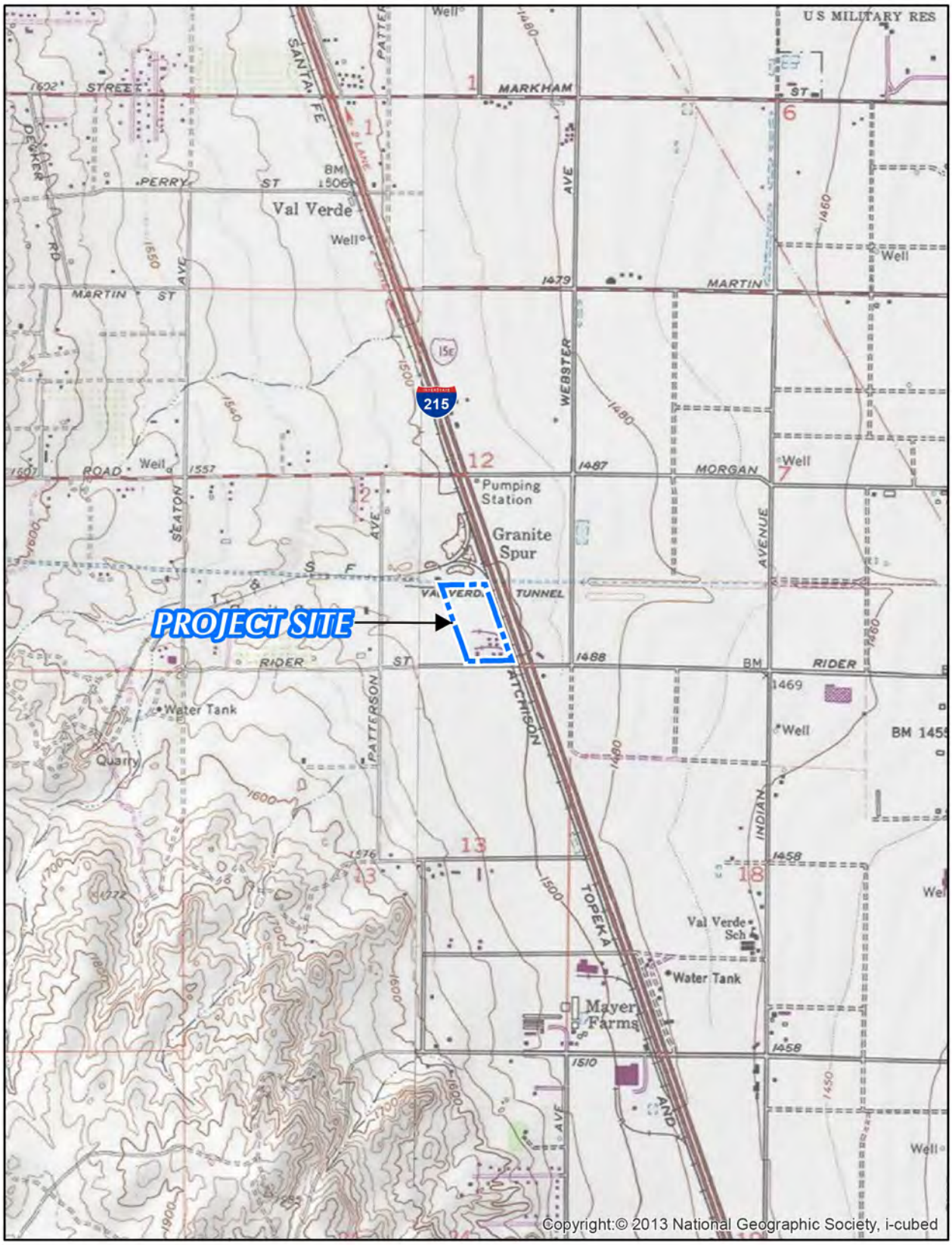


Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

0 150 300 600 Feet

Figure 2-4

Aerial Photograph



Source(s): USGS (2013)

0 500 1,000 2,000 Feet

Figure 2-5

USGS Topographical Map

Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 2-6

0 125 250 500 Feet

Site Photo Key Map

Northwest

Southeast

Photo 1: Northwest of the Project Site, along Harvill Ave, looking northwest to southeast.

Northwest

Southeast

Photo 2: West of the Project Site, along Harvill Ave, looking northwest to southeast.

Northwest

Southeast

Photo 3: Southwest of the Project Site, along Harvill Ave, looking northwest to southeast.

Figure 2-7

Not to Scale

Site Photos 1, 2, and 3

Northwest

Southeast

Photo 4: Southwest of the Project Site, at the intersection of Harvill Ave & Rider St, looking northwest to southeast.

West

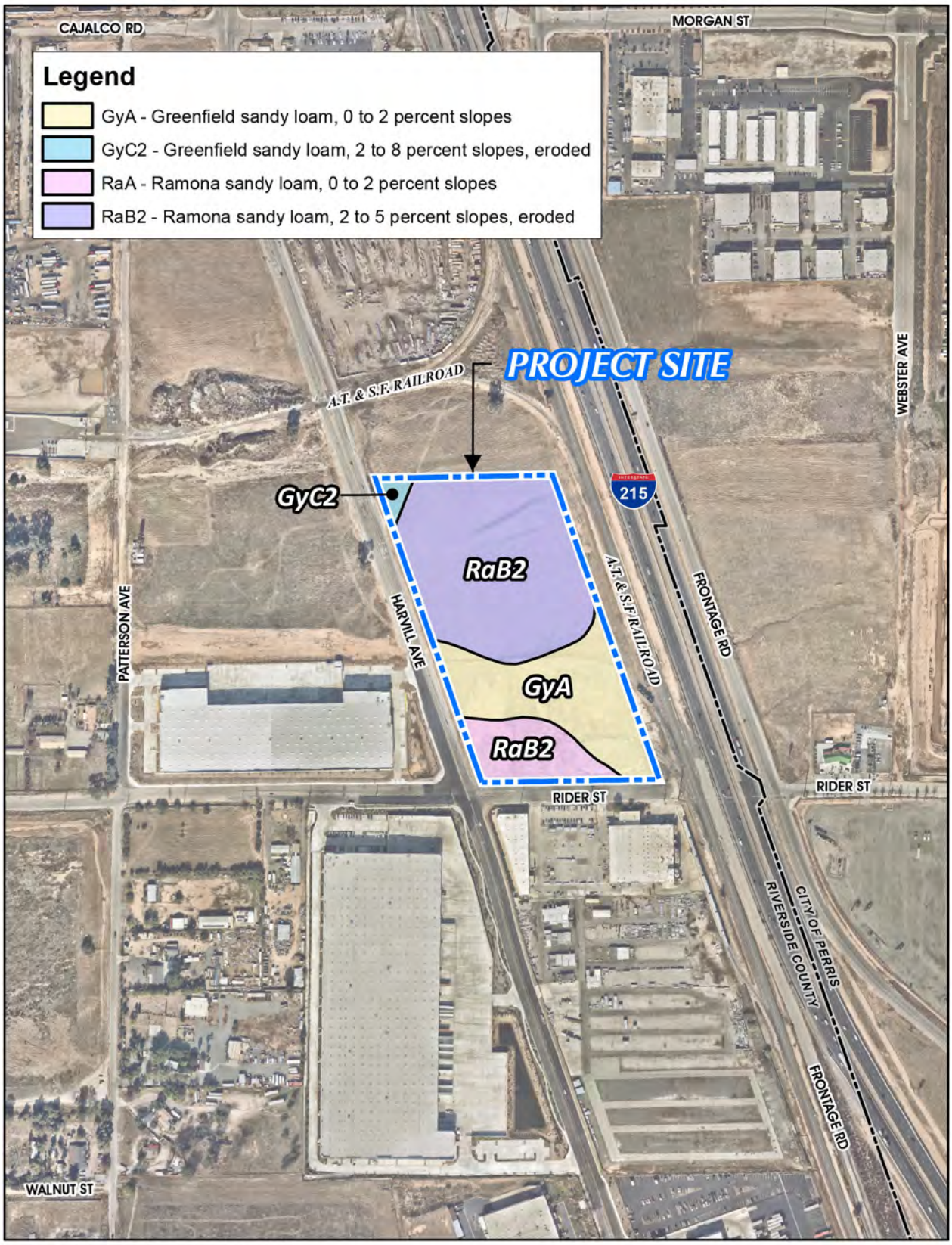
Northwest

Photo 5: Southeast of the Project Site, along Rider St, looking west to northwest.

Figure 2-8

Not to Scale

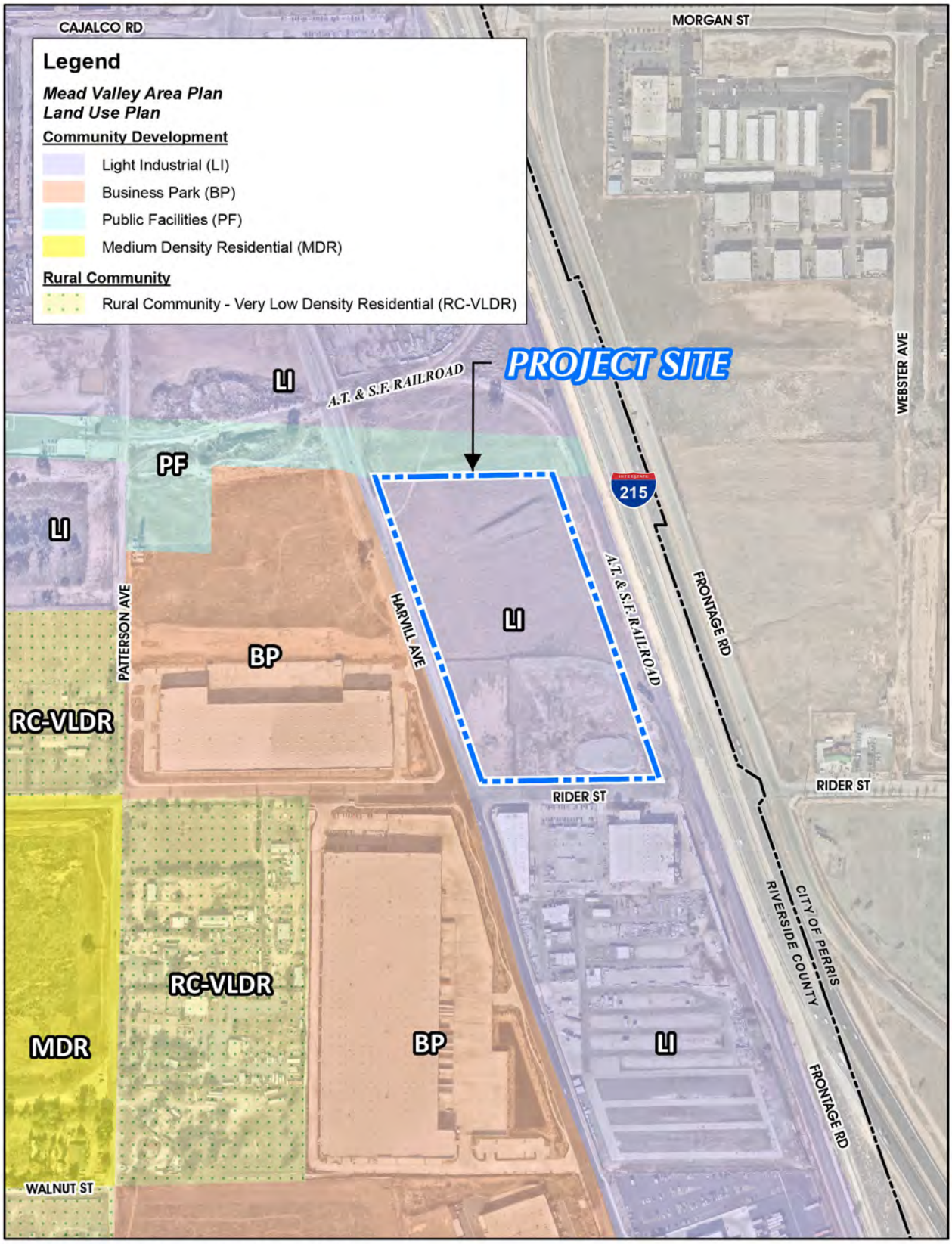
Site Photos 4 and 5



Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 2-9

Soils Map

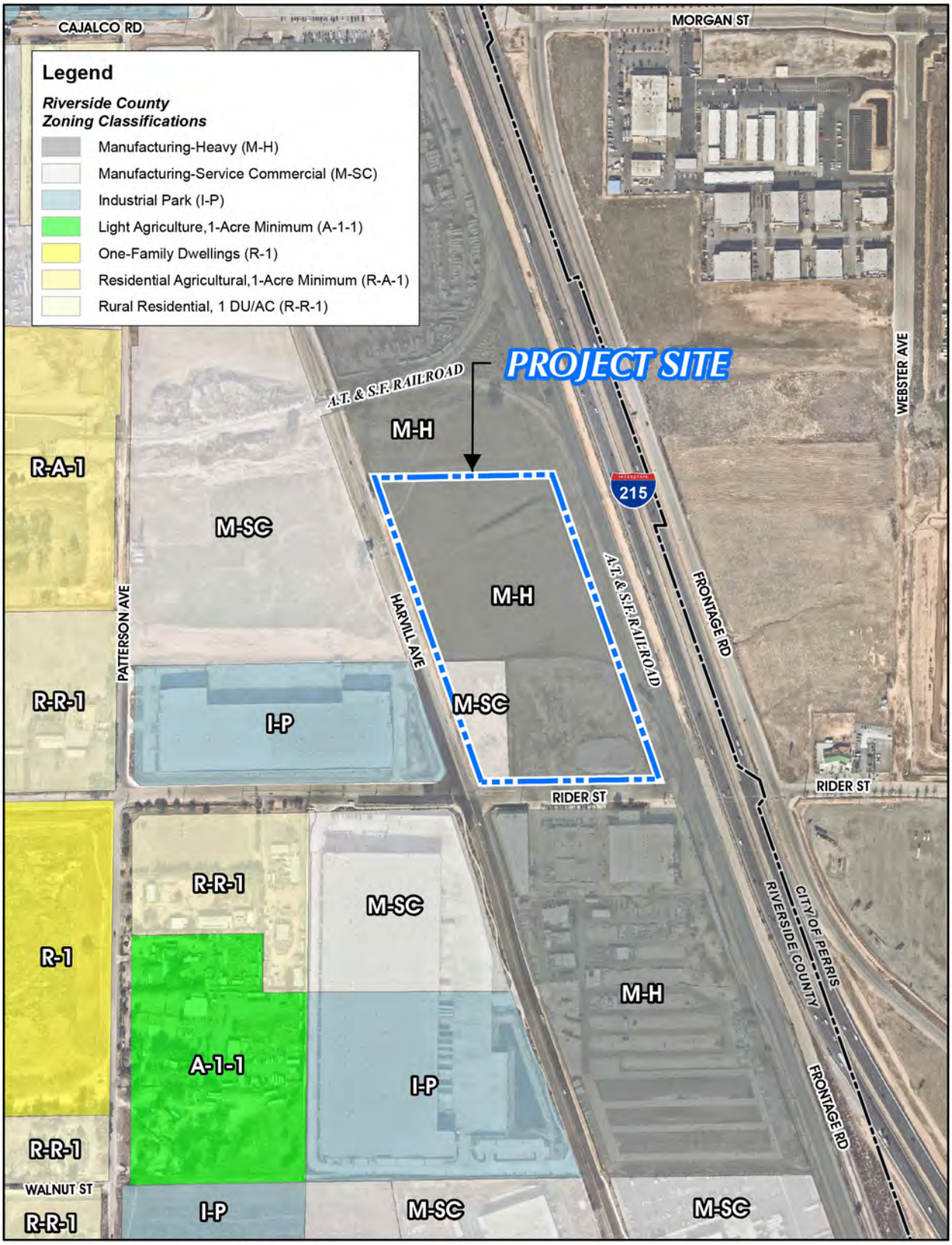


Source(s): ESRI, MVAP (2018), Nearmap Imagery (2020), RCTLMA (2020)

Figure 2-10

0 125 250 500 Feet

Existing General Plan Land Use Designations



Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 2-11

Existing Zoning Classifications

3.0 Project Description

The Project evaluated by this MND is located in unincorporated Riverside County, California on Assessor Parcel Numbers (APNs) 317-170-024 and 317-170-045. The proposed Project consists of an application for a Change of Zone and a Plot Plan. Copies of the entitlement applications for the proposed Project are herein incorporated by reference pursuant to CEQA Guidelines Section 15150 and are available for review at the Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, California 92502. A detailed description of the proposed Project is provided in the following subsections. Additional discretionary and administrative actions that would be necessary to implement the proposed Project are listed in Table 3-3, *Matrix of Project Approvals/Permits*.

3.1 PROPOSED DISCRETIONARY APPROVALS

3.1.1 Change of Zone No. 2000008

The entirety of the Project site is designated Community Development - Light Industrial (LI) by the Riverside County General Plan and is split zoned Manufacturing – Heavy (M-H) and Manufacturing - Service Commercial (M-SC) under existing conditions (RCIT, 2020). In order to facilitate this development, the County of Riverside requested that the applicant propose to change the zoning of the larger parcel (13.27 acres) from M-H to M-SC so that the entire Project site would be zoned M-SC. Refer to Figure 3-1, *Change of Zone No. 2000008.*

3.1.2 Overall Site Plan

The Project proposes to consolidate the two parcels into one approximately 15.07 gross-acre site as depicted on Figure 3-2, *Overall Site Plan*. As shown on Figure 3-2 the Project Applicant proposes to construct one (1) approximately 334,922 SF warehouse building comprised of approximately 10,990 SF of 1st floor office, 7,850 SF of warehouse mezzanine, 316,082 SF of warehouse, 41 dock doors, parking for automobiles and trucks, one (1) bio-retention basin, and associated improvements on an approximately 15.07 gross acres (14.77 net acre) site. Office areas are planned for the northwest and southeast corners of the building and additional site improvements include, vehicle drive aisles, screen walls, steel fencing and gates, trash enclosures, exterior ancillary lighting, signage, landscaping, patio, and utility improvements.

3.1.3 Plot Plan No. 190039

Plot Plan No. 190039 is proposed to allow for development of the Project site with one industrial warehouse building. Major components of Plot Plan No. 190039 are shown on Figure 3-3, *Plot Plan No. 190039* and described below.

A. Earthwork and Grading

Grading would occur over the entire Project site. Proposed earthwork activities would result in approximately 67,420 cubic yards (CY) of cut and approximately 66,600 CY of fill. Based on the expected approximately 820 CY of shrinkage/subsidence of on-site soils, earthwork would balance on site and no import/export of soils would be required.

B. Circulation

Access to the Project site will be provided by two full access driveways. Specifically, access to the site will be provided to/from Harvill Avenue via a driveway designed to be located near the northwest corner of the site; and to/from Rider Street via a driveway to be located near the southeast corner of the site. Refer to Exhibit 1-4 in the Project's Traffic Impact Analysis for a full description of the driveway site access recommendations (*Technical Appendix K1* to this MND). The driveways are designed to accommodate the wide turning radii of heavy trucks (Urban Crossroads, Inc., 2020f, p. 10). Refer to the Truck Access exhibit provided and discussed further under the topic of Transportation in MND Section 5.0 and included as Exhibit 1-5 of the Project's Traffic Impact Analysis (*Technical Appendix K1*).

C. Parking and Loading

The future tenant(s) of the Project's building is unknown at this time, but the building can be divisible for two tenants. Pursuant to Riverside County Ordinance No. 348, if the number of workers cannot be determined, the number of required parking spaces shall be one (1) space per 2,000 SF of gross floor area for warehouses and one (1) space per 250 SF for office area (Riverside County, 2019b, Section 18.12). Therefore, pursuant to Ordinance No. 348, the Project would be required to provide 158 stalls for warehouse space (316,082 SF ÷ 2,000 SF = 158.04 stalls) and 75 parking stalls for office space (10,990 SF + 7,850 SF ÷ 250 SF =75.36) for a combined number of 233 parking stalls. Some of the passenger car parking spaces would be required to be marked as handicapped, some as carpool/vanpool, and some equipped with electric vehicle (EV) parking/charging stations per the requirements of the California Green Building Standards Code (CALGreen). Bicycle parking also is required by CALGreen. The County does not have a requirement for providing a minimum number of truck/trailer parking spaces but requests that sufficient trailer parking spaces be provided to support the building size and use. As shown on Figure 3-3, Plot Plan No. 190039 provides approximately 333 parking stalls, which includes 180 standard stalls, 6 American with Disabilities Act (ADA) stalls, 2 van accessible stalls, 17 clean air/vanpool/electric vehicle (VH) stalls, and 128 stalls designated as alternate parking. In addition, the Plot Plan accommodates 44 truck-trailer positions, although the striping could be adjusted in the future as part of the building permit and occupancy permit processes to accommodate the parking needs of the building occupant(s).

D. Architecture, Walls, and Fences

As shown on Figure 3-5, *Conceptual Architectural Elevations*, the building is designed at a height of 48 feet from the finished floor to the top of the concrete parapet. The building would be constructed with painted concrete tilt-up panels and aluminum storefront framing with tempered glass at all doors. All exterior and interior glazing is proposed to be tempered with either insulated glass, single light vision glass or spandrel glass with concrete behind it. Elevation colors would consist of a color scheme of white, gray and blue with gray reflective glazing and clear anodized mullions.

As shown on Figure 3-6, *Wall and Fence Plan*, a 10-foot-high concrete tilt-up screen wall would be provided on the east side of the truck court inside of the landscape buffer to further obscure, screen, and secure the building's truck court, trailer parking positions, and dock doors from public view along I-215. In addition, a 10-foot-high screen wall would be provided at both ends of the truck court and the truck court would be secured by an 8-foot-high metal manual sliding gate.

E. Conceptual Landscaping Plan

As depicted on Figure 3-7, *Conceptual Landscaping Plan*, other than the driveway aprons, the perimeter of the site would be landscaped. The site is also designed to provide landscaping interior to the site adjacent to the building and within the auto parking area. To provide a clear line of sight, the truck court would not include landscaping. All landscaping and irrigation will comply with Riverside County Ordinance No. 859.3 and all auto parking areas, excluding drive aisles, will receive a minimum 50% shading, utilizing an assortment of evergreen and deciduous trees in compliance with Riverside County Ordinance No. 348, Section 18.12.

3.2 PROJECT TECHNICAL CHARACTERISTICS

3.2.1 On-Site and Off-Site Utility Improvements

Infrastructure improvements that are required to be installed on the Project site and connected to the surrounding infrastructure system include new storm drains, stormwater/water quality treatment facilities, sewer lines, water lines, and dry utility systems. The Project's water, sewer, and storm drain lines would be connected to existing lines in Rider Street and Harvill Avenue.

A 30-foot storm drain easement would be provided in the landscape areas near the northern and eastern perimeter of the Project site. All runoff generated by the Project would be conveyed through the site utilizing curb and gutter, inlets, and minimal subsurface storm drain. All runoff generated will be directed to the south and it will gravity flow into a bio-retention basin designed to be located near the southwestern corner of the site along with an engineered outlet structure. Water quality flows will be fully captured by the basin and the runoff would be filtered through the bio-retention basin media before being pumped into the engineered outlet structure. (Webb, 2020c, p. 6).

As depicted on Figure 3-3 the power poles that exist along Rider Avenue will remain in place.

3.2.2 Public Roadway Improvements

The Project Applicant would be required to make improvements to the public street along the Project site's frontage with Rider Street and Harvill Avenue.

- **Rider Street** is an east-west oriented roadway located along the Project's southern boundary. According to the County of Riverside Circulation Element, Rider Street is built out to its ultimate half-section. The Project Applicant would construct Rider Street from Harvill Avenue to the Project's eastern boundary at its ultimate half-section width as an Industrial Collector (78-foot right-of-way) in compliance with the circulation recommendations of the County of Riverside Circulation Element. (Urban Crossroads, Inc., 2020f, p. 8)

- **Harvill Avenue** is a north-south oriented roadway located along the Project site's western boundary. According to the County of Riverside Circulation Element, Harvill Avenue is built out to its ultimate half-section. The Project Applicant would dedicate

the ultimate half-section width for the County of Riverside to improve Harvill Avenue from the Project's northern boundary to Rider Street as a Major Highway (118-foot right-of-way). (Urban Crossroads, Inc., 2020f, p. 10)

Refer to Exhibit 1-4 in the Project's Traffic Impact Analysis for a full description of the driveway access recommendations (*Technical Appendix K1* to this MND).

3.2.3 Construction Characteristics

Based on information supplied by the Project Applicant regarding the Project's expected construction schedule, as identified in Table 3-1, *Anticipated Construction Duration*, this MND and the technical reports attached to this MND anticipate that the proposed Project would be constructed in one phase over the course of approximately 12 to 15 months. For analysis purposes in this MND and its supporting technical studies, construction is anticipated to commence in Year 2020 and complete in Year 2021, at which time the building's eventual user(s) would take occupancy. Although actual construction will commence later (likely in 2021), assuming a 2020 construction start date yields conservative analytical results, as older construction equipment is phased out of construction fleets over time and replaced with cleaner and less polluting pieces of equipment. When construction activities commence, site preparation would occur first. Then the property would be mass-graded and underground infrastructure would be installed. Next, fine grading would occur, surface materials would be poured, and the proposed building would be erected, connected to the underground utility system, and painted. Lastly, landscaping, fencing, screen walls, lighting, signage, and other site improvements would be installed. (Urban Crossroads, Inc., 2020a p. 40 and Table 3-2)

Construction equipment is expected to operate on the Project site eight (8) hours per day. During a typical work day, construction equipment is not in continual use; each piece of equipment is used only periodically during a typical construction work day. Thus, eight (8) hours of daily use per piece of equipment is a reasonable assumption based on similar size and scale developments, and likely overstates the actual amount of time that each piece of construction equipment will operate on a daily basis. Construction workers would travel to the Project site by passenger vehicle and materials deliveries would occur by medium- and heavy-duty trucks. The types and numbers of off-road heavy equipment expected to be used on the Project site during construction activities are listed in Table 3-2, *Anticipated Construction Equipment*.

Table 3-1 Anticipated Construction Duration

Phase Name	Days
Site Preparation	10
Grading	30
Building Construction	300
Paving	20
Architectural Coating	40

(Urban Crossroads, Inc., 2020a, Table 3-2)

Table 3-2 Anticipated Construction Equipment

Activity	Equipment	Amount	Hours Per Day
Site Preparation	Crawler Tractors	4	8
	Rubber Tired Dozers	3	8
Grading	Crawler Tractors	2	8
	Excavators	2	8
	Graders	1	8
	Rubber Tired Dozers	1	8
	Scrapers	2	8
Building Construction	Cranes	1	8
	Crawler Tractors	3	8
	Forklifts	3	8
	Generator Sets	1	8
	Welders	1	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

(Urban Crossroads, Inc., 2020a, Table 3-3)

3.2.4 Operational Characteristics

At the time this MND was prepared, the future user(s) of the proposed building was unknown; however, the building is designed to be divisible to accommodate one or two tenants and the Project Applicant expects the building to be occupied by a warehouse and light industrial user. The proposed building is not designed to accommodate an occupant that requires warehouse cold storage.

This MND assumes that the building would be operational 24 hours per day, seven (7) days per week, with exterior areas safety-lit at night. Lighting would be subject to compliance with Riverside County Ordinance Nos. 655 and 915, which were adopted to prevent significant skyglow or lighting levels affecting other properties. The proposed building is designed such that business operations would be conducted primarily within the enclosed building, with the exception of traffic movement, parking, and the loading and unloading of tractor trailers at the loading bays positioned on the south side of the building. Based on the Project's traffic impact analysis (*Technical Appendix K1*), during long-term operational conditions, the building is calculated to generate a total of approximately 650 two-way trips per day (actual vehicles) which includes 184 two-way truck trips per day. (Urban Crossroads, Inc., 2020f, Table 4-2).

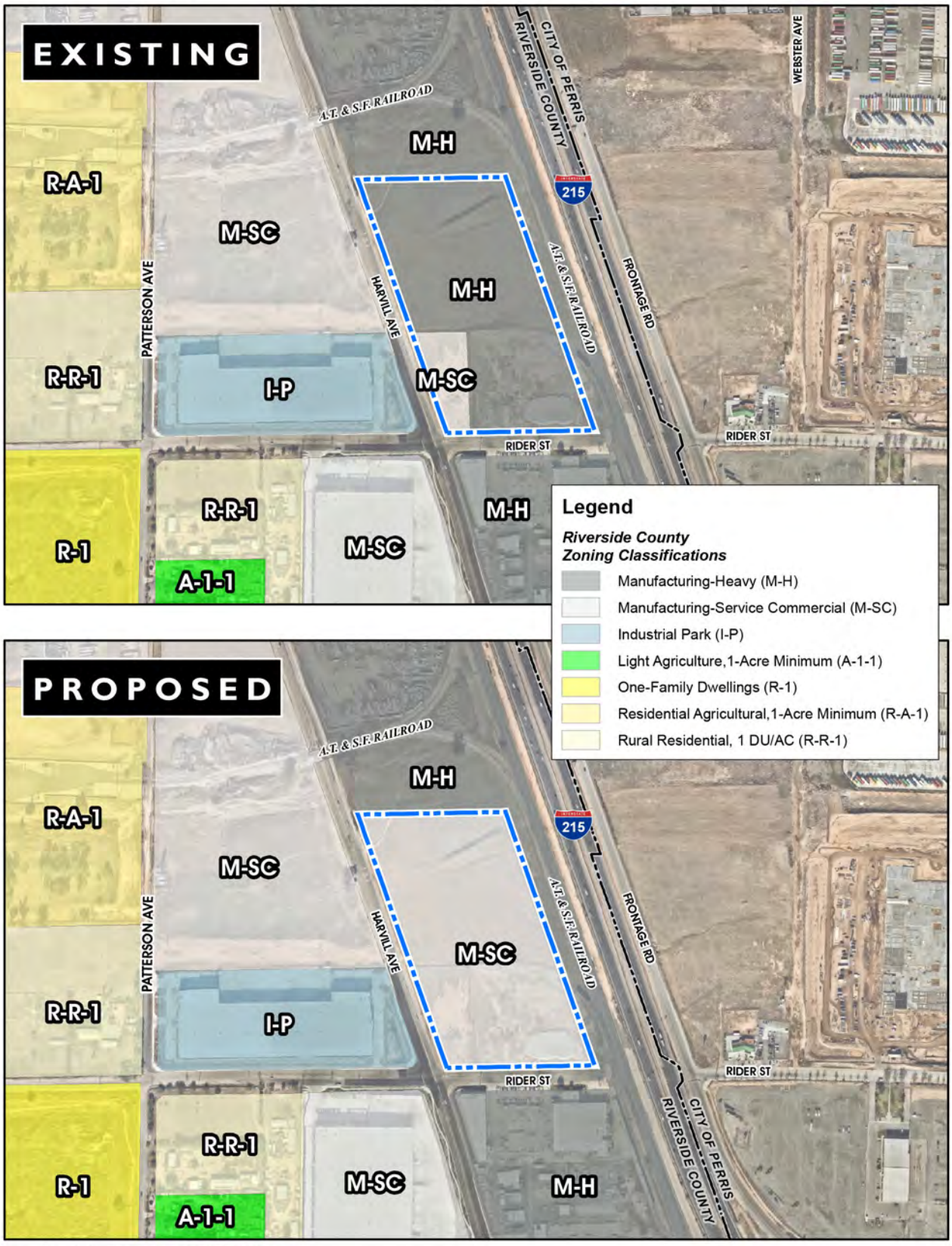
Because the user(s) of the Project's building is not yet known, the number of jobs that the Project would generate cannot be precisely determined; therefore, for purposes of analysis, employment estimates were calculated using data and average employment density factors utilized in the County of Riverside General Plan. The General Plan estimated that Light Industrial (LI) businesses would employ one (1) worker for every 1,030 SF of building area (334,922 SF ÷ 1,030 SF= 325.16) (Riverside County, 2017b, Table E-5). Based on this employment generation rate, the Project is expected to create approximately 325 new recurring jobs.

3.2.5 Related Environmental Review and Consultation Requirements

Riverside County has primary approval responsibility for the proposed Project. As such, the County is the Lead Agency for this MND pursuant to State CEQA Guidelines Section 15050. The County's Planning Commission will consider the Project Applicant's requested Change of Zone and Plot Plan application as part of a publicly-noticed hearing and will make a recommendation to the Board of Supervisors to approve, conditionally approve, or deny the proposed Project. The Board of Supervisors would then consider the recommendation at a publicly noticed hearing and then approve, conditionally approve or deny the proposed Project. Should the Project be approved, the County would conduct administrative reviews and grant ministerial permits and approvals to implement the Project. Table 3-3, *Matrix of Project Approvals/Permits*, provides a summary of the agencies responsible for subsequent discretionary and ministerial approvals associated with the Project. This MND covers all government approvals which may be needed to construct or implement the proposed Project, whether or not explicitly noted in Table 3-3.

Table 3-3 Matrix of Project Approvals/Permits

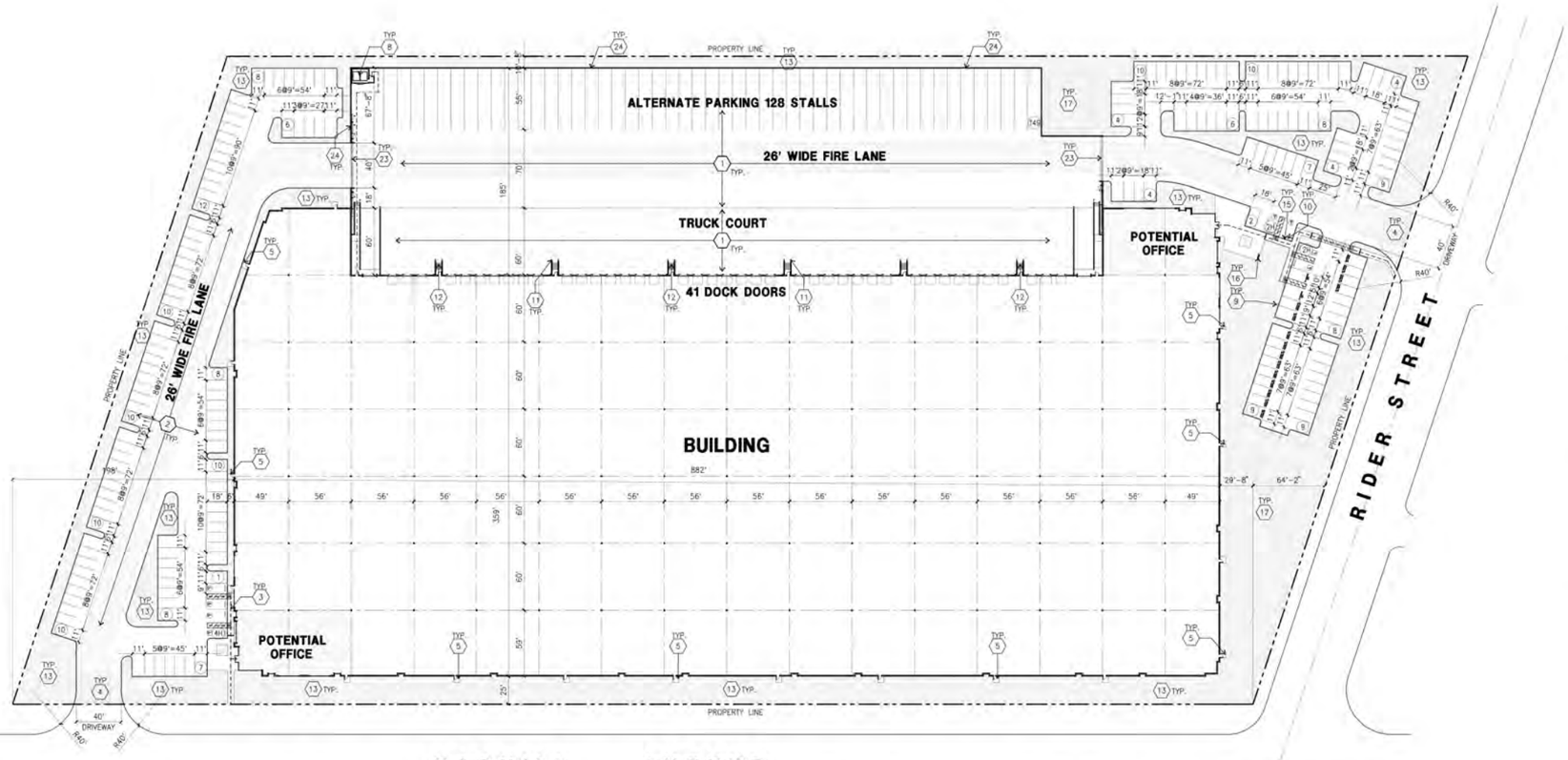
PUBLIC AGENCY	APPROVALS AND DECISIONS
RIVERSIDE COUNTY	
PROPOSED PROJECT – RIVERSIDE COUNTY DISCRETIONARY AND LEGISLATIVE APPROVALS	
Riverside County Planning Commission	• Make a recommendation to approve, conditionally approve, or deny proposed Change of Zone No. 2000008 and Plot Plan No. 190039.
Riverside County Board of Supervisors	• Approve, conditionally approve, or deny proposed Change of Zone 2000008 and Plot Plan 190039.
Subsequent Riverside County Ministerial Approvals	
Riverside County Building and Safety Department	• Grading Permit • Building Permits • Road Improvement Plan Approvals • Encroachment Permits • Street Dedication • Street Vacation • Certificates of Occupancy
Other Agencies – Subsequent Approvals and Permits	
Santa Ana Regional Water Quality Control Board (RWQCB)	• Issuance of a Construction Activity General Construction Permit • Compliance with the National Pollutant Discharge Elimination System (NPDES)
Riverside County Flood Control & Water Conservation District (RCFCWCD)	• Approvals for construction of drainage infrastructure.
Eastern Municipal Water District	• Approvals for construction of water and sewer infrastructure.
Southern California Edison	• Approvals for utility infrastructure, including but not limited to any power pole relocations or undergrounding of lines.



Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 3-1

Change of Zone No. 2000008



Property Owner

DUKE REALITY
200 SPECTRUM CENTER DRIVE SUITE 1600 IRVINE CA 92618
949-797-7042

Address of the Property

TBD

Assessor's Parcel Number

317-170-024 AND 317-170-045

Zoning

MANUFACTURING: HEAVY
MANUFACTURING SERVICE: COMMERCIAL

Applicant's Representative

HPA INC.
18831 BARDEEN AVE., SUITE 100
IRVINE CA 92612
949-862-2132
STEVE@HPARCHS.COM
STEVE HONG

Tabulation

SITE AREA	
In s.f.	643,393 s.f.
In acres	14.77 ac
BUILDING AREA	
Office - 1st floor	10,990 s.f.
Office - Mezzanine	7,850 s.f.
Warehouse	316,082 s.f.
TOTAL	334,922 s.f.
COVERAGE	52.1%
AUTO PARKING REQUIRED	
Office: 1/250 s.f.	76 stalls
Whse: 1/2,000 s.f.	159 stalls
TOTAL	235 stalls
AUTO PARKING PROVIDED	
Standard (9' x 18')	190 stalls
Accessible (9' x 18')	6 stalls
VAN Accessible (12'x18')	2 stalls
Clean Air/Vanpool/EV (9'x18')	17 stalls
Alternate Parking (9'x18')	128 stalls
TOTAL	333 stalls
TRAILER PARKING PROVIDED	
Trailer (12' x 55')	49' stalls
ZONING ORDINANCE FOR CITY	
Zoning Designation - Manufacturing - Heavy ( )	
MAXIMUM BUILDING HEIGHT ALLOWED	
Height - 50', 75' needs approval per Section 18.34	
MAXIMUM FLOOR AREA RATIO	
FAR - to be verify	
SETBACK	
	Building / Landscape
Fronti / Street side - 25'	10'
Interior side / rear - none	
LANDSCAPE REQUIREMENT	
Percentage - 10%	
LANDSCAPE PROVIDED	
In percentage -	14.6%
In s.f. -	94,085 s.f.

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH PORTLAND CONC. CEMENT PAVEMENT.
2. CONCRETE PAVING PER CIVIL.
3. CONCRETE WALKWAY.
4. DRIVEWAY APRONS TO BE CONSTRUCTED PER "L" DRAWINGS.
5. 5'-6"X5'-6"X4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" : 12" MAX. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY W/ 1:20 MAX. AS REQ. BY CITY INSPECTOR.
6. BREAK AREA PATIO. SEE LANDSCAPE PLANS.
7. PROVIDE METAL, MANUAL OPERATED GATES W/ KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY. SEE SHEET A4.2
8. TRASH ENCLOSURE PER CITY'S STANDARD
9. EV CHARGING STATIONS. (8) TOTAL
10. PRE-CAST CONC. WHEEL STOP
11. CONC. FILLED GUARD POST "6 DIA. U.N.O. 42" H.
12. EXTERIOR CONC. STAIR.
13. LANDSCAPE. SEE "L" DWGS. LANDSCAPE AREAS INDICATED BY SHADED PATTERN.
14. HANDICAPPED ENTRY SIGN. SEE SHEET A4.2
15. HANDICAPPED PARKING STALL SIGN SEE SHEET A4.2
16. BICYCLE RACKS-1 PER 25 STALLS 8 LOCKS REQUIRED, 4 LOCKS PER LOCATION
17. DETENTION BASIN, REFER TO CIVIL PLANS.
18. NOT USED.
19. CONCRETE SIDEWALK. SEE CIVIL PLANS.
20. 10'X53' TRAILER STALLS.
21. NOT USED.
22. NOT USED.
23. 10' HIGH SCREEN WALL W/ SLIDING GATE PROVIDE KNOX BOX- SEE SHEET A4.1
24. 10'H CONCRETE SCREEN WALL
25. NOT USED.
26. CONCRETE RETAINING WALL, SEE CIVIL FOR DESIGN TO MATCH PRIMARY BUILDING COLOR.

SITE LEGEND

- LANDSCAPED AREA
- PAVING – SEE "C" DRWGS. FOR THICKNESS
- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- 26' WIDE FIRE APPARATUS ACCESS ROAD. ROAD TO BE IDENTIFIED WITH PAINTED RED CURBS AND MARKED "FIRE LANE-NO PARKING" PER CO. OF RIVERSIDE FIRE DEPT.
- ADA PATH OF TRAVEL. CONCRETE PAVED MIN. 5'WIDE WITH 5% MAX SLOPE AND 0.5% CROSS SLOPE
- STANDARD PARKING STALL (9' X 18')
- HANDICAP PARKING STALL (9' X 18')

SITE PLAN GENERAL NOTES

1. THE SOILS REPORT PREPARED BY
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES. DETAILS ON SHEET A0.1 ARE MINIMUM STANDARDS.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM, PRIOR TO INSTALLATION & AT LEAST 60 DAYS BEFORE BLDG. COMPLETION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". SEE "L" DRAWINGS FOR FINISH.
11. FOR TRUCK TURNING TEMPLATE SEE TRUCK TURNING EXHIBIT.
12. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
14. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
15. NOT USED
16. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
17. NOT USED.
18. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
19. APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO GRADING PERMIT

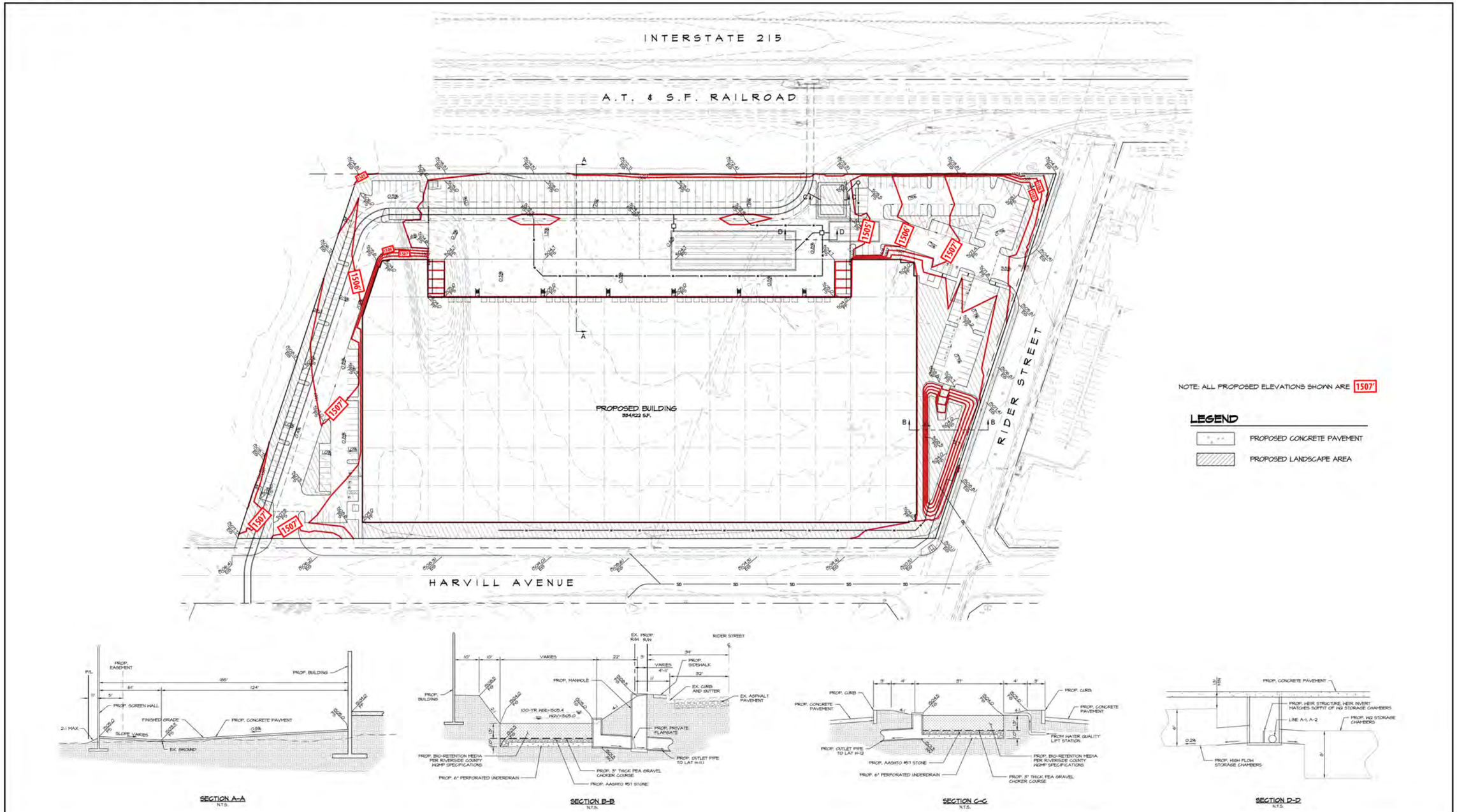
VICINITY MAP

Source(s): HPA (11-13-2020)

Figure 3-2

Not to Scale

Overall Site Plan



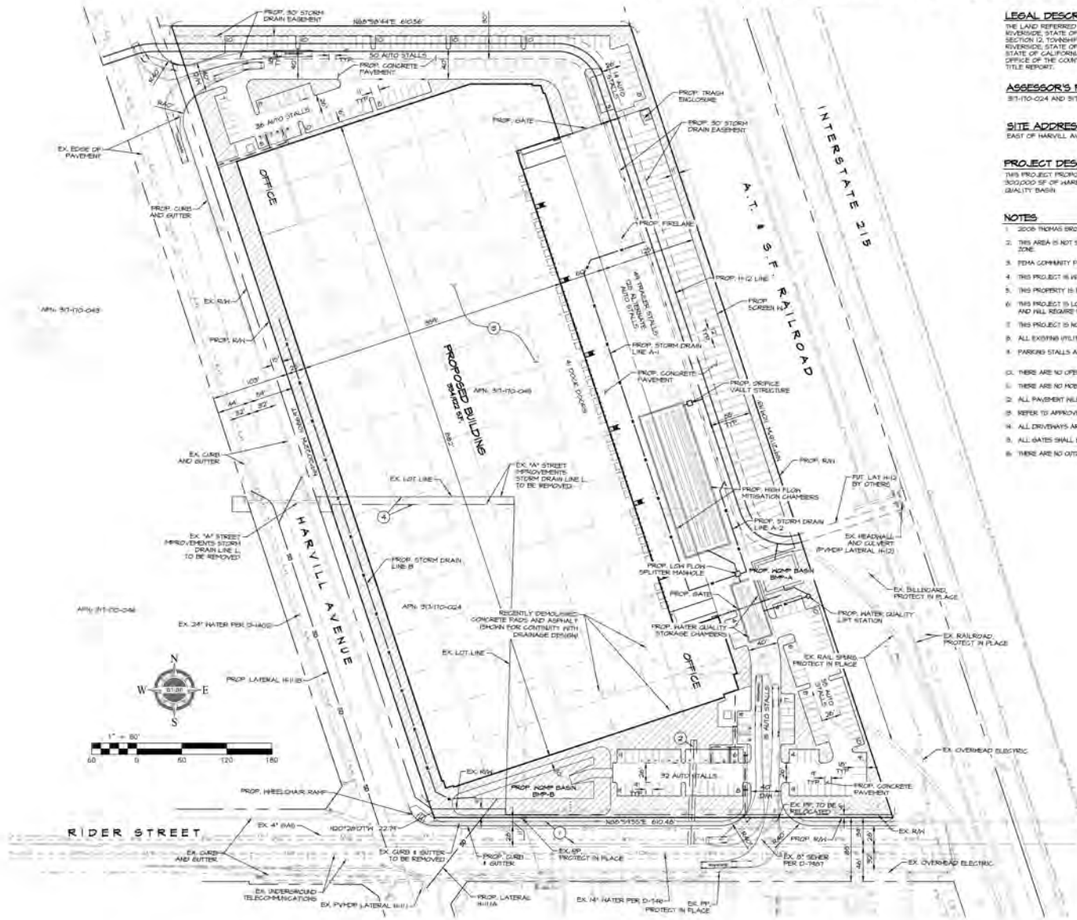
Source(s): Webb Associates (11-13-2020)

Figure 3-3

Not to Scale

Conceptual Grading Plan

IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
DUKE REALTY - HARVILL & RIDER - PLOT PLAN NO. 190039
A DUKE REALTY DEVELOPMENT



VICINITY MAP
NOT TO SCALE
T 4S, R 4W, S 12

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE UNINCORPORATED AREA OF COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, COUNTY OF RIVERSIDE, THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, PARCEL 1 OF PARCEL MAP NO. 24737, IN THE COUNTY OF RIVERSIDE STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 177 PAGES 86 AND 87, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. FOR A MORE DETAILED DESCRIPTION REFER TO TITLE REPORT.

ASSESSOR'S PARCEL NUMBER(S)

317-170-024 AND 317-170-045

SITE ADDRESS

EAST OF HARVILL AVENUE AND NORTH OF RIDER STREET

PROJECT DESCRIPTION

THIS PROJECT PROPOSES A 1,190,522 SF BUILDING WITH APPROXIMATELY 10,000 SF OF OFFICE SPACE AND 300,000 SF OF WAREHOUSE, 41 DOCK DOORS, PARKING FOR AUTOMOBILES AND TRUCKS, AND WATER QUALITY BASIN.

NOTES

1. 2008 THOMAS BROS. MAP PAGE 777, GRID D5, D4, E5, AND E4.
2. THIS AREA IS NOT SUBJECT TO LIQUEFACTION OR OTHER GEOLOGIC HAZARDS NOTED WITHIN ANY SPECIAL STUDIES ZONE.
3. FEMA COMMUNITY PANEL NO. 06065C1610G AND 06065C1630G ZONE X, COUNTY OF RIVERSIDE
4. THIS PROJECT IS WITHIN A SPECIFIC PLAN PA7 STREET CORRIDOR ROD.
5. THIS PROPERTY IS NOT SUBJECT TO OVERFLOW, INNDATION OR FLOOD HAZARD.
6. THIS PROJECT IS LOCATED WITHIN ZONE C-2 OF THE MARCH AIR RESERVE BASE AIRPORT COMPATIBILITY ZONES AND WILL REQUIRE REVIEW BY AIRPORT LAND USE COMMISSION (ALUC).
7. THIS PROJECT IS NOT WITHIN A COUNTY SERVICE AREA.
8. ALL EXISTING UTILITIES ON THIS PLAN ARE APPROXIMATE IN LOCATION AND SIZE.
9. PARKING STALLS ARE: STANDARD: 9'X18'
   TRAILER: 12'X55'
10. THERE ARE NO OPEN CHANNELS PROPOSED ON THIS SITE.
11. THERE ARE NO MOBILEHOMES OR RECREATIONAL VEHICLES ON THIS SITE.
12. ALL PAVEMENT WILL BE CONCRETE.
13. REFER TO APPROVED ARCHITECTURAL ELEVATIONS FOR WALL TYPICONS AND TRASH ENCLOSURE DETAILS.
14. ALL DRIVEWAYS ARE PER COUNTY STANDARD NO. 207A.
15. ALL GATES SHALL BE PROVIDED WITH KNOX BOX ENTRY FOR FIRE DEPARTMENT.
16. THERE ARE NO OUTDOOR STORAGE OR SERVICE AREAS BEING PROPOSED.

OWNER

DUKE REALTY LP
ATTN: MICHAEL HEBER
200 SPECTRUM CENTER DRIVE, STE 1600
IRVINE, CA 92618
TEL: (949) 797-7000
FAX: (949) 797-7080

APPLICANT

DUKE REALTY LP
ATTN: MICHAEL HEBER
200 SPECTRUM CENTER DRIVE, STE 1600
IRVINE, CA 92618
TEL: (949) 797-7000
FAX: (949) 797-7080

ENGINEER

ALBERT A. WEBB ASSOCIATES
DJ ARELLANO
3788 MCCRAY STREET
RIVERSIDE, CA 92506
PHONE: (951) 686-1070
FAX: (951) 788-1256

TOPOGRAPHY

NLAND AERIAL SURVEYS, INC.
701 ARLINGTON AVE, SUITE A
RIVERSIDE, CA 92505
TEL: 951-697-4252
DATED: AUGUST 31, 2016

ARCHITECT

HPA ARCHITECTURE
STEVE HONG
6355 TARCEEN AVE., SUITE 100
IRVINE, CA 92612
PHONE: (949) 862-2152

PROJECT DATA

BUILDING AREA	
OFFICE - 1ST FLOOR	10,000 SF
OFFICE - MEZZANINE	7,840 SF
WAREHOUSE	1,190,522 SF
TOTAL AREA	1,208,362 SF

LOT COVERAGE: PROPOSED: 52.9% MAX ALLOWED: N/A

PARKING REQUIREMENTS	
WAREHOUSE @ 1/2,000 S.F.	595 STALLS
OFFICE @ 1/250 S.F.	39 STALLS
TOTAL PARKING REQUIRED	635 STALLS
PARKING PROVIDED	
AUTO	
(STANDARD (9'X18'))	610 STALLS
ACCESSIBLE (9'X18')	6 STALLS
VAN ACCESSIBLE (12'X18')	2 STALLS
(CLEAN AIR/VANPOOL) (9'X18')	17 STALLS
ALTERNATE PARKING (9'X18')	128 STALLS
TOTAL	995 STALLS
TRAILER (12'X55')	44 STALLS

LANDSCAPED AREA	
LANDSCAPED AREA REQUIRED:	10%
LANDSCAPED AREA PROVIDED:	14%
LANDSCAPED AREA PROVIDED:	44,286 SF.

ACREAGE

GROSS AREA:	15.07 ACRES
HARVILL AVE DEDICATION:	0.36 ACRES
RIDER ST VACATION:	2.68 ACRES
NET AREA:	11.77 ACRES

EARTHWORK ESTIMATE

CUT:	67,430 CY
FILL:	68,500 CY
SHRINKAGE/SUBSIDENCE:	1,500 CY
NET:	0 CY (BALANCED)

EASEMENT NOTES

1. AN EASEMENT FOR ROAD PURPOSES AND INCIDENTAL PURPOSES, RECORDED JUNE 06, 1935 AS BOOK 127, PAGE 24 OF OFFICIAL RECORDS. IN FAVOR OF COUNTY OF RIVERSIDE. IN RIGHT-OF-WAY - DOES NOT AFFECT PROPERTY)
2. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, RECORDED JULY 30, 1968 AS INSTRUMENT NO. 1968-78664 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY.
3. AN EASEMENT FOR CONSTRUCT, OPERATE, MAINTAIN, REPLACE AND REMOVE SIGN COMMUNICATION SYSTEMS, AS THE GRANTEES MAY FROM TIME TO TIME REQUIRE, CONSISTING OF UNDERGROUND CABLES, HAVE DUCTS, WIRES, CONDUITS, MANHOLES, DRAINS, SPLICING BOXES, REPEATERS, REPEATER HOUSINGS AND INCIDENTAL PURPOSES, RECORDED AUGUST 24, 1973 AS INSTRUMENT NO. 1973-92855 OF OFFICIAL RECORDS, IN FAVOR OF AMERICAN TELEPHONE AND TELEGRAPH COMPANY, A CORPORATION.
4. AN EASEMENT FOR UNDERGROUND STORM DRAIN, INGRESS, EGRESS AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 05, 1982 AS INSTRUMENT NO. 1982-422716 OF OFFICIAL RECORDS, IN FAVOR OF COUNTY OF RIVERSIDE, A BODY CORPORATE AND POLITIC.

SCHOOL DISTRICT

VAL VERDE UNIFIED SCHOOL DISTRICT

UTILITY COMPANIES

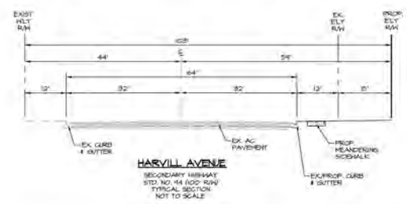
WATER:	EASTERN MUNICIPAL WATER DISTRICT
SEWER:	EASTERN MUNICIPAL WATER DISTRICT
ELECTRIC:	SOUTHERN CALIFORNIA EDISON
TELEPHONE:	FRONTIER COMMUNICATIONS
GAS:	SOUTHERN CALIFORNIA GAS COMPANY
CABLE	TIME WARNER

LAND USE/ZONING

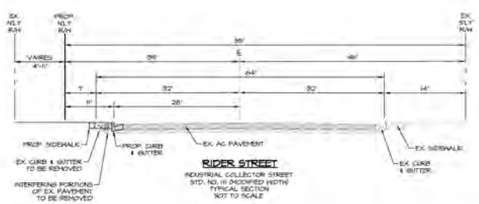
EXISTING LAND USE:	VACANT/COMMERCIAL
PROPOSED LAND USE:	WAREHOUSE FACILITY
EXISTING & PROPOSED ZONING:	M-H & M-SC
EXISTING & PROPOSED GENERAL PLAN LAND USE:	LIGHT INDUSTRIAL (LI)
RIVERSIDE COUNTY SPECIFIC PLAN:	"A" STREET ROD

LEGEND

	PROPOSED CONCRETE PAVEMENT		EXISTING WATER LINE
	PROPOSED LANDSCAPE AREA		EXISTING SEWER LINE
			EXISTING STORM DRAIN
	PROPOSED FIRE ACCESS		EXISTING GAS LINE
			EXISTING ELECTRICAL LINE
		FL	FLOW LINE
	PROPOSED SCREEN/FENCE	GB	GRADE BREAK
		GRND	GROUND
	PROPOSED ADA ACCESS	INV	INVERT
	EXISTING CHAINLINK FENCE	LS	LANDSCAPE AREA
		LP	LOW POINT
	PROPOSED STEEL FENCE	MAX	MAXIMUM
	EXISTING POWER POLE	PL	PROPERTY LINE
	PROPOSED STORM DRAIN	RDG	RIDGE GRADE
	GRADEBREAK/RIDGELINE	ROW	RIGHT OF WAY
	FLOWLINE	TYP	TYPICAL
	EXISTING CONTOURS	CL	CENTER LINE
		EP	EDGE OF PAVEMENT
	PROPOSED CONTOURS	SL	STREET LIGHT
		ELEC	ELECTRICAL



HARVILL AVENUE
SECONDARY HIGHWAY
STD. NO. 104 (100' R/W)
TYPICAL SECTION
NOT TO SCALE



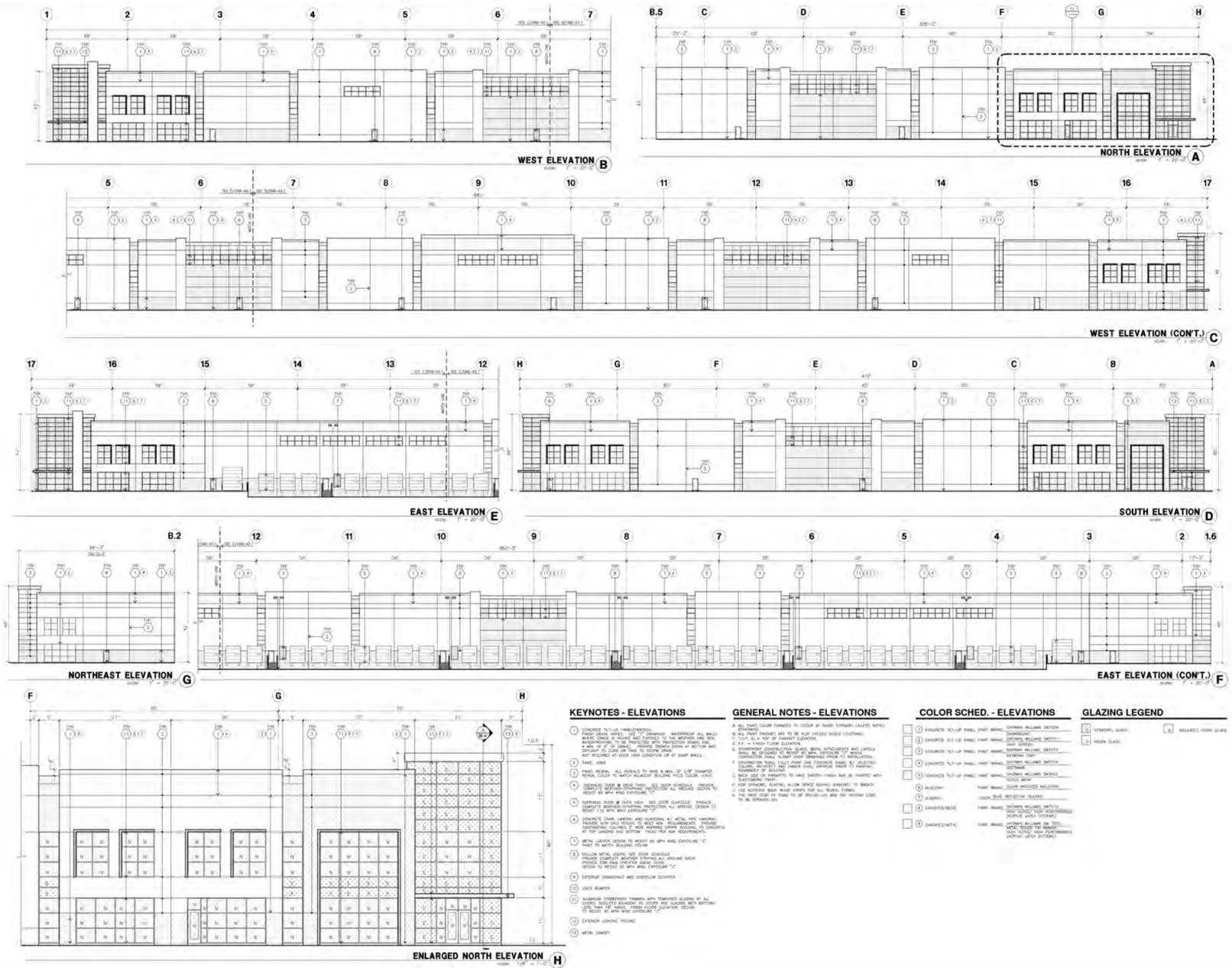
RIDER STREET
INDUSTRIAL COLLECTOR STREET
STD. NO. 111 (MODIFIED WIDTH)
TYPICAL SECTION
NOT TO SCALE

Source(s): Webb Associates (11-13-2020)

Figure 3-4

Not to Scale

Plot Plan No. 190039

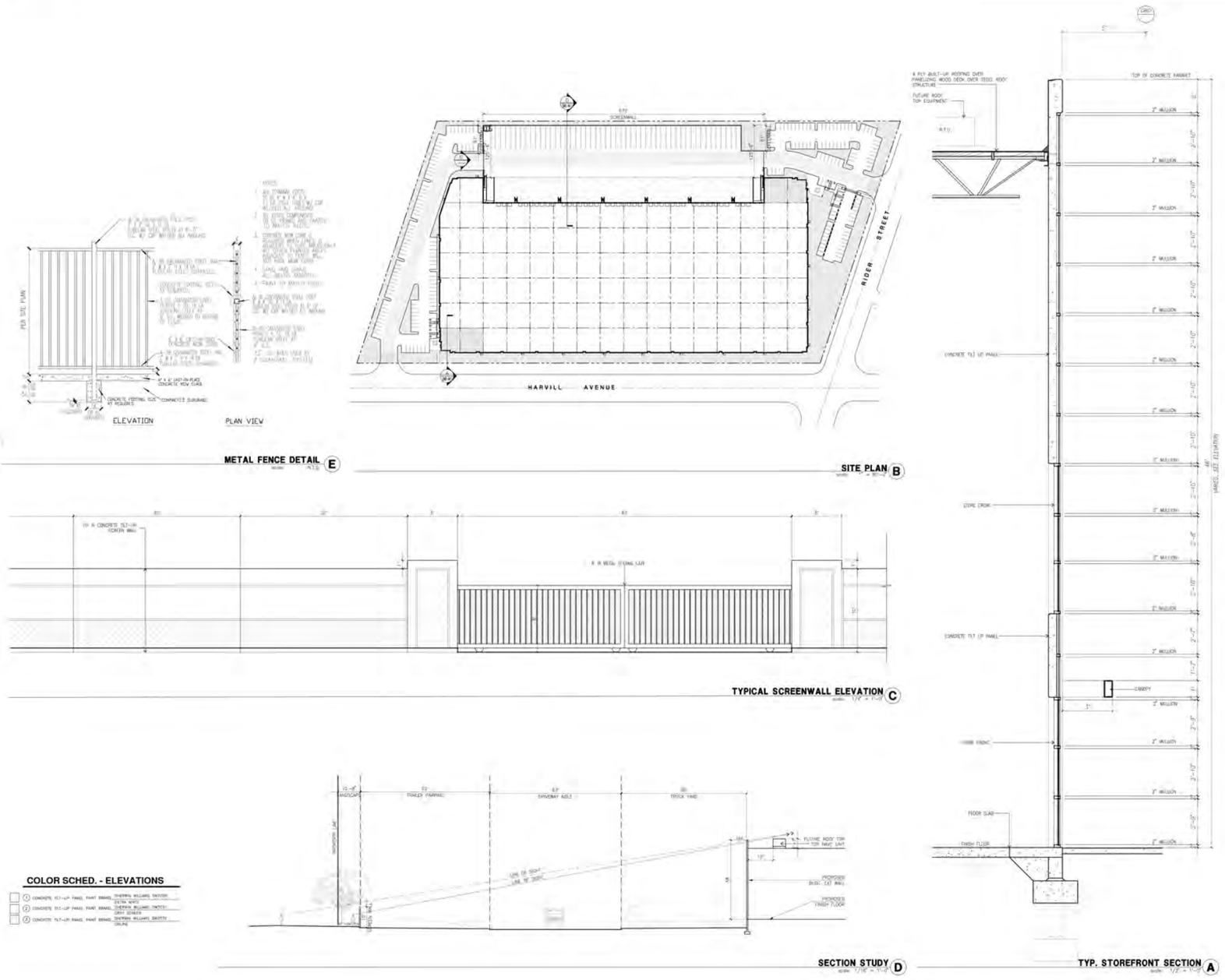


Source(s): HPA (11-13-2020)

Figure 3-5

Not to Scale

Conceptual Architectural Elevations

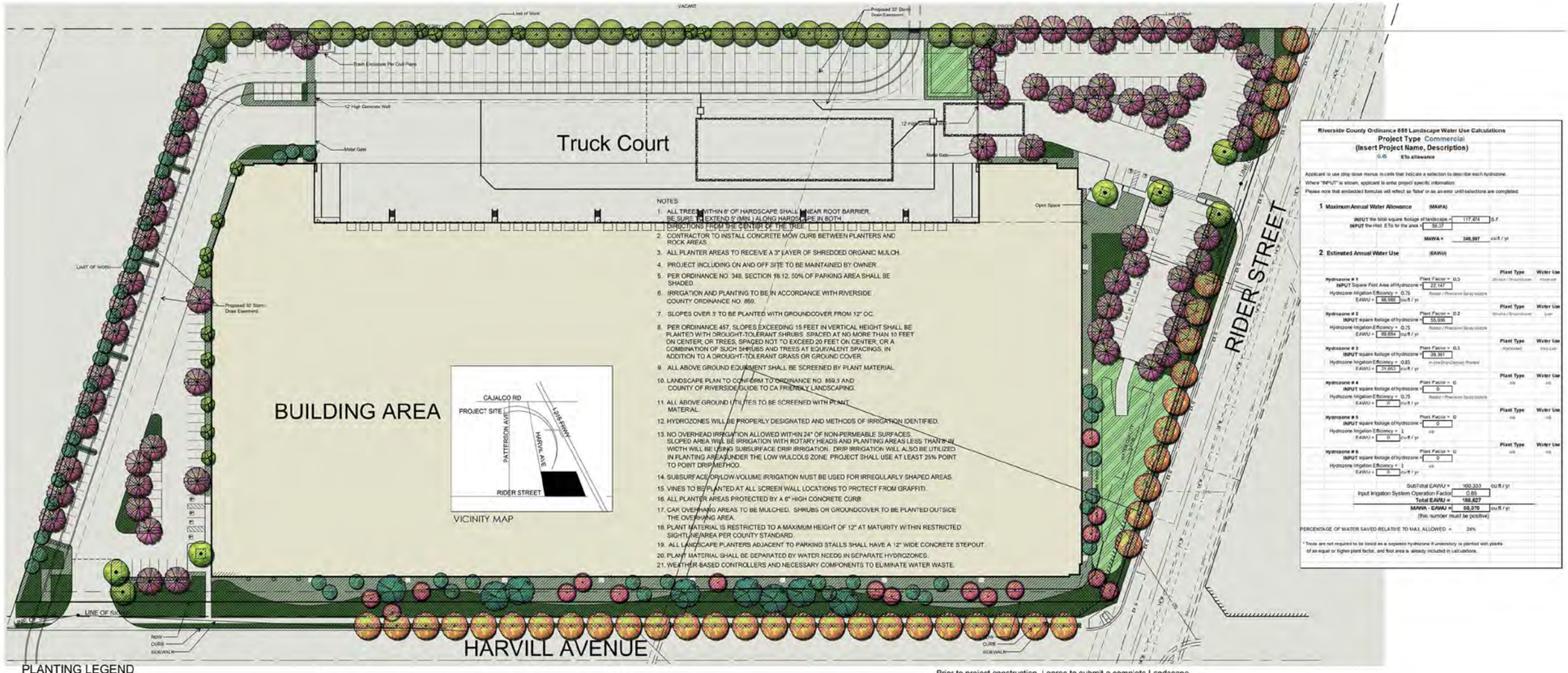


Source(s): HPA (11-13-2020)

Figure 3-6

Not to Scale

Wall and Fence Plan



NOTES:

1. ALL TREES WITHIN 6' OF HARDSCAPE SHALL HAVE ROOT BARRIER. BE SURE TO EXTEND 5' (MIN.) ALONG HARDSCAPE IN BOTH DIRECTIONS FROM THE CENTER OF THE TREE.
2. CONTRACTOR TO INSTALL CONCRETE MOW CURB BETWEEN PLANTERS AND ROCK AREAS.
3. ALL PLANTER AREAS TO RECEIVE A 3" LAYER OF SHREDDED ORGANIC MULCH.
4. PROJECT INCLUDING ON AND OFF SITE TO BE MAINTAINED BY OWNER.
5. PER ORDINANCE NO. 348, SECTION 18.12, 50% OF PARKING AREA SHALL BE SHADED.
6. IRRIGATION AND PLANTING TO BE IN ACCORDANCE WITH RIVERSIDE COUNTY ORDINANCE NO. 859.
7. SLOPES OVER 3' TO BE PLANTED WITH GROUNDCOVER FROM 12" OC.
8. PER ORDINANCE 457, SLOPES EXCEEDING 15 FEET IN VERTICAL HEIGHT SHALL BE PLANTED WITH DROUGHT-TOLERANT SHRUBS, SPACED AT NO MORE THAN 10 FEET ON CENTER, OR TREES, SPACED NOT TO EXCEED 20 FEET ON CENTER, OR A COMBINATION OF SUCH SHRUBS AND TREES AT EQUIVALENT SPACINGS, IN ADDITION TO A DROUGHT-TOLERANT GRASS OR GROUND COVER.
9. ALL ABOVE GROUND EQUIPMENT SHALL BE SCREENED BY PLANT MATERIAL.
10. LANDSCAPE PLAN TO CONFORM TO ORDINANCE NO. 859.3 AND COUNTY OF RIVERSIDE GUIDE TO CA FRIENDLY LANDSCAPING.
11. ALL ABOVE GROUND UTILITIES TO BE SCREENED WITH PLANT MATERIAL.
12. HYDROZONES WILL BE PROPERLY DESIGNATED AND METHODS OF IRRIGATION IDENTIFIED.
13. NO OVERHEAD IRRIGATION ALLOWED WITHIN 24" OF NON-PERMEABLE SURFACES. SLOPED AREA WILL BE IRRIGATION WITH ROTARY HEADS AND PLANTING AREAS LESS THAN 10' IN WIDTH WILL BE USING SUBSURFACE DRIP IRRIGATION. DRIP IRRIGATION WILL ALSO BE UTILIZED IN PLANTING AREAS UNDER THE LOW WUCOLS ZONE. PROJECT SHALL USE AT LEAST 25% POINT TO POINT DRIP METHOD.
14. SUBSURFACE/DRY/LOW-VOLUME IRRIGATION MUST BE USED FOR IRREGULARLY SHAPED AREAS.
15. VINES TO BE PLANTED AT ALL SCREEN WALL LOCATIONS TO PROTECT FROM GRAFFITI.
16. ALL PLANTER AREAS PROTECTED BY A 6" HIGH CONCRETE CURB.
17. CAR OVERHANG AREAS TO BE MULCHED. SHRUBS OR GROUNDCOVER TO BE PLANTED OUTSIDE THE OVERHANG AREA.
18. PLANT MATERIAL IS RESTRICTED TO A MAXIMUM HEIGHT OF 12" AT MATURITY WITHIN RESTRICTED SIGHTLINE AREA PER COUNTY STANDARD.
19. ALL LANDSCAPE PLANTERS ADJACENT TO PARKING STALLS SHALL HAVE A 12" WIDE CONCRETE STEPOUT.
20. PLANT MATERIAL SHALL BE SEPARATED BY WATER NEEDS IN SEPARATE HYDROZONES.
21. WEATHER-BASED CONTROLLERS AND NECESSARY COMPONENTS TO ELIMINATE WATER WASTE.

Riverside County Ordinance 859 Landscape Water Use Calculations

Project Type Commercial
(Insert Project Name, Description)
0.45 ETo allowance

Applicant to use drop down menus in cells that indicate a selection to describe each hydrozone.
Where "INPUT" is shown, applicant to enter project specific information.
Please note that embedded formulas will reflect as 'false' or as an error until selections are completed.

1 Maximum Annual Water Allowance (MAWA)

INPUT the total square footage of landscape = 117,474 S.F.
INPUT the Hist. ETo for the area = 56.37
MAWA = 248,997 cu ft / yr

2 Estimated Annual Water Use (EAWU)

	Plant Type	Water Use
Hydrozone # 1	Plant Factor = 0.3	Shrubs / Groundcover — Moderate
INPUT Square Foot Area of Hydrozone = 22,147		
Hydrozone Irrigation Efficiency = 0.75	Rotator / Precision Spray Irrigation	
EAWU = 59,086 cu ft / yr		
Hydrozone # 2	Plant Factor = 0.2	Shrubs / Groundcover — Low
INPUT square footage of Hydrozone = 55,586		
Hydrozone Irrigation Efficiency = 0.75	Rotator / Precision Spray Irrigation	
EAWU = 59,654 cu ft / yr		
Hydrozone # 3	Plant Factor = 0.3	Hydroseed — Very Low
INPUT square footage of Hydrozone = 39,361		
Hydrozone Irrigation Efficiency = 0.85	In-Line Drip (Canopy Pivots)	
EAWU = 71,053 cu ft / yr		
Hydrozone # 4	Plant Factor = 0	n/a — n/a
INPUT square footage of Hydrozone = 0		
Hydrozone Irrigation Efficiency = 0.75	Rotator / Precision Spray Irrigation	
EAWU = 0 cu ft / yr		
Hydrozone # 5	Plant Factor = 0	n/a — n/a
INPUT square footage of Hydrozone = 0		
Hydrozone Irrigation Efficiency = 1	n/a	
EAWU = 0 cu ft / yr		
Hydrozone # 6	Plant Factor = 0	n/a — n/a
INPUT square footage of Hydrozone = 0		
Hydrozone Irrigation Efficiency = 1	n/a	
EAWU = 0 cu ft / yr		

SubTotal EAWU = 190,333 cu ft / yr
Input Irrigation System Operation Factor = 0.85
Total EAWU = 188,827
MAWA - EAWU = 60,170 cu ft / yr
(this number must be positive)

PERCENTAGE OF WATER SAVED RELATIVE TO MAX. ALLOWED = 24%

* Trees are not required to be listed as a separate hydrozone if understory is planted with plants of an equal or higher plant factor, and that area is already included in calculations.

PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Cercidium 'Desert Museum' Blue Palo Verde	24" Box	7	L	Multi
	Chilopsis linearis Desert Willow	24" Box	17	L	Multi
	Chitalpa tashkentensis Chitalpa	24" Box	71	L	Standard
	Cinnamomum camphora Camphor Tree	24" Box	39	M	Standard
	Cupressus sempervirens Italian Cypress	24" Box	9	L	Standard
	Pinus canariensis Canary Island Pine	24" Box	25	M	Standard
	Pinus eldarica Afghan Pine	24" Box	49	L	Standard
	Schinus molle California Pepper	24" Box	8	L	Multi
	Tristania conferta Brisbane Box	15 Gal 24" Box	12 6	M	Standard

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Acca sellowiana Pineapple Gauva	5 Gal	3'	M	
	Dodonaea viscosa 'Purpurea' Hopseed Bush	5 Gal	4'	M	
	Leucophyllum f. 'Green Cloud' Texas Ranger	5 Gal	4'	L	
	Ligustrum j. 'Texanum' Texas Privet	5 Gal	3'	M	
	Rhamnus californica Coffeeberry	5 Gal	4'	L	
	Salvia greggii Autumn Sage	5 Gal	3'	L	
	Salvia l. 'Santa Barbara' Sanat Barbara Sage	5 Gal	4'	L	
	Senna artemisioides Feathery Cassia	5 Gal	4'	L	
	Muhlenbergia capillaris Pink Muhly	1 Gal	3'	L	

Native Hydroseed Mix

2000 lbs/ac	Wood cellulose fiber	2 lbs/ac	Salvia apiana
800 lbs/ac	7-2-1 Biosol organic fertilizer	2 lbs/ac	Salvia mellifera
150 lbs/ac	Stabilizing binder	5 lbs/ac	Acmispon glaber (Lotus scparius)
20 lbs/ac	Endo net mycorrhizal inoculum	3 lbs/ac	Eschscholzia californica
3 lbs/ac	Aristeta purpurea	3 lbs/ac	Lupinus truncatus
3 lbs/ac	Artemisia californica	1 lbs/ac	Salvia columbariae
12 lbs/ac	Eriogonum fasciculatum	4 lbs/ac	Plantago erecta
3 lbs/ac	Mimulus aurantiacus	3 lbs/ac	Festuca microstachus (Vulpia Micro)
5 lbs/ac	Encelia farinosa		

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Festuca mairei Atlas Fescue	1 Gal	24" O.C.	M	Grass
	Lonicera j. 'Halliana' Hall's Honeysuckle	1 Gal	48" O.C.	L	
	Rosa 'Flower Carpet' Red Red Flowor Carpet Rose	1 Gal	30" O.C.	L	
	Rosmarinus o. 'Huntington Carpet' Huntington Carpet Rosemary	1 Gal	48" O.C.	L	
	Senecio mandraliscae Blue Chalksticks	4" Pots	12" O.C.	M	

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE		WUCOLS	REMARKS
	Agave 'Blue Glow' Blue Glow Agave	5 Gal		L	
	Agave vilmoriniana Octopus Agave	5 Gal		L	
	Aloe striata Coral Aloe	1 Gal		L	
	Dasylirion wheeleri Desert Spoon	5 Gal		L	
	Hesperaloe parviflora Red Yucca	5 Gal		L	
	Lantana 'New Gold' Compact Gold Lantana	1 Gal		L	

SET IN 3/4" DECORATIVE GRAVEL

Prior to project construction, I agree to submit a complete Landscape Construction Document Package that complies with the the requirements of applicable ordinances, including but not necessarily limited to Ordinance No. 659.3; Ordinance 348, Ordinance 461; project Conditions of Approval; and in substantial conformance with the approved Landscape Concept Plan, Should the ordinances be revised, plans may be subject to change.

The Property owner is to assume all responsibility to maintain all on and off site landscape including plant material and irrigation for the life of the project.

○ 3' Screen Hedge

Parking Lot Area including parking stalls and drive aisles
118,412 sf
10% landscape required 11,841 sf
12% landscape provided 14,209 sf

Parking Lot Shading
Required: 17,217 sf (50% of stalls)
Provided: 18,972 sf (50%)

Estimated shrub and groundcover quantities
5 Gal shrubs - 22,147sf - 3-4' oc
1 Gal groundcover - 55,936sf average 48" oc
Hydro-seed area - 26,827 sf

GENERAL PARKING LOT SHADING CRITERIA
ALL PARKING AREAS EXCLUDING DRIVE AISLES SHALL RECEIVE A MIN. 50% SHADING UTILIZING AN ASSORTMENT OF EVERGREEN AND DECIDUOUS TREES. (CANOPY OF TREES WITH 15 YEARS OF AGE)

CONSTRUCTION CONSERVATION STATEMENT
THE IRRIGATION SYSTEM WILL BE DESIGNED UTILIZING 'STATE OF THE ART' IRRIGATION EQUIPMENT SUCH AS SMART CONTROLLERS, RAIN SHUT OFF DEVICES, MASTER VALVES AND FLOW SENSORS AND WATER EFFICIENT IRRIGATION HEADS.

Source(s): Hunter Landscape (01-05-2021)

Figure 3-7

Not to Scale

Conceptual Landscaping Plan

4.0 Environmental Assessment

Environmental Assessment (CEQ/EA) Number: CEQ190175
Project Case Type(s) and Number(s): Change of Zone No. 2000008, Plot Plan No. 190039
Lead Agency Name: Riverside County Planning Department
Address: Riverside County Planning Department, 4080 Lemon Street, 12th Floor (physical address); P.O. Box 1409, Riverside, CA 92502-1409
Contact Person: Brett Dawson, Project Planner
Telephone Number: 951-955-0972
Applicant's Name: Duke Realty
Applicant's Address: 200 Spectrum Center Drive, Suite 1600, Irvine, CA 92618

4.1 PROJECT INFORMATION

Project Description:

A. Type of Project: Site Specific ☒; Countywide ☐; Community ☐; Policy ☐

B. Total Project Area: 15.07 Gross Acres

Residential Acres: 0	**Lots**: 0	**Units**: 0	**Projected No. of Residents**: 0
Commercial Acres: 0	**Lots**: 0	**Sq. Ft. of Bldg. Area**: 0	
Industrial Acres: 15.07 gross acres	**Lots**: 2	**Sq. Ft. of Bldg. Area**: 334,922 SF	**Est. No. of Employees**: 325
Other:	**Lots**: XX	**Sq. Ft. of Bldg. Area**: 0	

C. Assessor's Parcel No(s): 317-170-024 and 317-170-045

Street References: North of Rider Street, south of Cajalco Road, east of Harvill Avenue, and west of I-215.

D. Section, Township & Range Description or reference/attach a Legal Description: Southeast quarter of Section 12, Township 4, South, Range 4 West

E. Brief description of the existing environmental setting of the project site and its surroundings: Refer to Section 2.0, *Environmental* Setting.

4.2 APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use**: The Project site is located within the Mead Valley Area Plan (MVAP) of the County of Riverside's General Plan. The General Plan and MVAP designate the site for Community Development - Light Industrial (LI) land uses. The Light Industrial (LI) land designation allows for a wide variety of industrial and related uses, including assembly and light manufacturing,

repair facilities, and supporting retail uses with a building intensity range of 0.25 to 0.60 floor-to-area ratio (FAR) ((Riverside County, 2016a, Table 1).

The Project site is split zoned Manufacturing – Heavy (M-H) and Manufacturing - Service Commercial (M-SC) (RCIT, 2020). According to the Riverside County Land Use Ordinance (Ordinance No. 348), the intent of the M-H and M-SC Zones is to promote and attract industrial and manufacturing activities that will provide jobs to local residents and strengthen the County's economic base; provide the necessary improvements to support industrial growth; insure that new industry is compatible with uses on adjacent lands and protect industrial areas from encroachment by incompatible uses that may jeopardize industry. (Riverside County, 2019b) The Change of Zone request (CZ No. 2000008) would change the zoning classification of the M-H zoned portion of the site to M-SC, so that the entire site would be zoned M-SC.

2. **Circulation**: The proposed Project was reviewed for conformance with Riverside County Ordinance No. 461, "Road Improved Standards and Specifications" by the Riverside County Transportation Department. Adequate circulation facilities exist and are proposed to serve the proposed Project. The proposed Project meets all applicable circulation policies of the General Plan. In addition, transportation by clean energy vehicles is encouraged by mandatory compliance with CALGreen, which requires that some of the on-site parking spaces be equipped with electric vehicle (EV) charging stations and that bicycle parking be provided on the site.

3. **Multipurpose Open Space**: No natural open space land is required to be preserved within the boundaries of this Project. The Project would be consistent with or otherwise would not conflict with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The proposed Project meets all other applicable Multipurpose Open Space Element Policies. No riparian or other sensitive vegetation is located on the site and the site is not a wildlife corridor and is not located in a floodway or floodway fringe area. The site also does not contain agricultural resources, mineral resources, or any known significant cultural or paleontological resources, and is not located in a designated scenic corridor. The Project would not be a water-intensive use and the Project's landscaping plan complies with County Ordinance No. 859.3, "Water Efficient Landscape Requirements".

4. **Safety**: The proposed Project allows for sufficient provision of emergency response services to the existing and future users of the Project through the Project's design. The proposed Project meets all other applicable Safety Element policies. The Project site is not located in a seismic fault rupture area, area subject to landslides, seiches, or significant liquefaction. The site is also not located in a flood hazard area or wildfire hazard area. On May 14, 2020, the Riverside County Airport Land Use Commission (ALUC) reviewed the Project for air hazard safety and deemed the Project consistent with the March Air Reserve Base Airport Land Use Compatibility Plan subject to conditions of approval which the County will impose as conditions of approval on Plot Plan No. 190039.

5. **Noise:** The proposed Project meets all applicable Noise Element policies and would not exceed Riverside County noise standards as concluded by the analysis contained herein. The Project's construction and operational activities are required to comply with the Riverside County Noise Ordinance found in County Code Section 9.52.020.

6. **Housing**: No housing is proposed by this Project. The Project would not displace any existing housing. There are no significant adverse impacts to housing as a direct result of this Project.

7. **Air Quality**: The proposed Project is conditioned by Riverside County to control any fugitive dust during construction activities in accordance with the SCAQMD Rule 403. As concluded by the analysis contained herein, the proposed Project would not exceed the SCAQMD's regional emission significance threshold for any criteria pollutant during its operation; would not exceed the SCAQMD's significance thresholds for cancer and non-cancer health risks beyond thresholds of significance established by the SCAQMD; and would not create objectionable odors that affect sensitive receptors. The proposed Project is consistent with or otherwise would not conflict with all applicable Air Quality Element policies.

8. **Healthy Communities**: A Project-specific Health Risk Assessment (HRA) (*Technical Appendix A2*) was prepared for the Project which determined that the Project would not result in any significant localized air quality impacts affecting nearby sensitive receptors (i.e., residential uses). The Project accommodates sidewalk connections which would encourage walking and other physical activity. The Project is designed to include a landscape buffer along the perimeter of the site and also includes a large, landscaped area in the area of the water quality basin designed adjacent to Rider Street. A 30-foot storm drain easement would be provided in the landscape areas near the northern and eastern perimeter of the Project site. The truck court is further screened from public views along Rider Street by the provision of automobile parking adjacent to the basin and along Rider Street, as well as a 10-foot-high screen wall at the entrance to the truck court. The Project site is not subject to severe natural hazards. The Project also would provide local jobs, which would assist the County in reducing the substantial out-of-county job commutes. The proposed Project is consistent with or otherwise would not conflict with all applicable policies of the Healthy Communities Element.

B. General Plan Area Plan(s): Mead Valley Area Plan (MVAP)
C. Foundation Component(s): Community Development
D. Land Use Designation(s): Light Industrial (LI)
E. Overlay(s), if any: N/A
F. Policy Area(s), if any: March Air Reserve Base Airport Influence Area
G. Adjacent and Surrounding:
   1. General Plan Area Plan(s): Mead Valley Area Plan (MVAP)
   2. Foundation Component(s): Community Development
   3. Land Use Designation(s): LI, Business Park (BP), Public Facilities (PF)
   4. Overlay(s) if any: N/A
   5. Policy Area(s), if any: March Air Reserve Base Airport Influence Area

H. Adopted Specific Plan Information
1. **Name and Number of Specific Plan, if any:** "A" Street #100
2. **Specific Plan Planning Area, and Policies, if any:** N/A

I. Existing Zoning: Manufacturing- Heavy (M-H) and Manufacturing – Service Commercial (M-SC)

J. Proposed Zoning, if any: M-SC (entire site)

K. Adjacent and Surrounding Zoning: M-SC, M-H, Industrial Park (IP)

4.3 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (x) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Hazards & Hazardous Materials	☐	Recreation
☐	Agriculture & Forest Resources	☐	Hydrology / Water Quality	☐	Transportation
☐	Air Quality	☐	Land Use /Planning	☒	Tribal Cultural Resources
☒	Biological Resources	☐	Mineral Resources	☐	Utilities / Service Systems
☒	Cultural Resources	☐	Noise	☐	Wildfire
☐	Energy	☒	Paleontological Resources	☒	Mandatory Findings of Significance
☐	Geology / Soils	☐	Population / Housing		
☒	Greenhouse Gas Emissions	☐	Public Services		

4.4 DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED:
☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.
☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT (EIR)** is required.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED
☐ I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the

proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.

☐ I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

☐ I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore, a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.

☐ I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.

Brett Dawson
Signature

April 28, 2021
Date

For: Charissa Leach, P.E.
TLMA Director

Brett Dawson
Printed Name

5.0 Environmental Analysis

5.1 ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code §§ 21000-21178.1), this Initial Study has been prepared to analyze the proposed Project to determine any potential significant impacts upon the environment that would result from construction and implementation of the Project. In accordance with California Code of Regulations § 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration (MND), Environmental Impact Report (EIR), or Addendum to a previous EIR or MND is required for the proposed Project. The Initial Study for public review reflects the independent judgment of the Lead Agency (County of Riverside).

5.1.1 Aesthetics

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
I. Scenic Resources a. Have a substantial effect upon a scenic highway corridor within which it is located?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	☐	☐	☒	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); California Department of Transportation (Caltrans) Scenic Highways and Designated and Eligible Routes (Caltrans, 2020); Caltrans California Scenic Highway Mapping System (Caltrans, n.d.); Google Earth Pro (Google Earth Pro, 2020);

Riverside County General Plan Figure C-8 "Scenic Highways" (Riverside County, 2015a); Viewshed Analysis performed by T&B Planning, Inc. (T&B Planning, Inc., 2020); Mead Valley Area Plan (Riverside County, 2016a); Southern California Association of Governments (SCAG), U.S. Census Urbanized Areas - SCAG Region (SCAG, 2017); Riverside County Ordinance No. 348: Providing for Land Use Planning and Zoning Regulations and Related Functions of the County of Riverside (Riverside County, 2019b)

Findings of Fact:

a) According to the Riverside County General Plan Figure C-8, "Scenic Highways," the Project site is located approximately 0.8-mile east of the portion of the Ramona Expressway designated as a "County Eligible Scenic Highway." The Project site also is located approximately 3.8 miles northwest of the portion of I-215 that is designated as a "State Eligible Scenic Highway" and approximately 3.4 miles north of SR-74, which is designated as a "State Eligible Scenic Highway." (Riverside County, 2015a, Figure C-8; Google Earth Pro, 2020; Caltrans, 2020). Due to distance and intervening development and topography, and based on an on-site viewshed analysis conducted by T&B Planning, Inc. and analysis using Google Earth Pro, the Project site is not visible from any of these designated scenic routes (T&B Planning, Inc., 2020) (Google Earth Pro, 2020). Because the Project site is not located within or adjacent to a scenic highway corridor and is not visible from a designated or eligible corridor, the proposed Project would have no impact upon a scenic highway corridor.

b) As shown on Figure 2-7, and Figure 2-8, under existing conditions, the Project site is vacant and undeveloped with a northern portion of the site disturbed by weed abatement activities and the southern portion disturbed by development of the previous structure which has since been demolished. Disturbances in the southern portion include a concrete pad and loose gravel with little to no vegetation growth. There are no trees, rock outcroppings, unique, or landmark features on the Project site.

   The Project site is located within the MVAP which lies entirely within the Perris Valley, framed by the Gavilan Hills to the west and the Lakeview Mountains across the valley to the east. The eastern flank of Mead Valley is generally flat, sloping gently upward toward the Gavilan Hills, which form a portion of the MVAP's western boundary. Located in the southwest portion of the MVAP in the Gavilan Hills is Steele Peak which is the tallest peak in the planning area at 2,529 feet AMSL (Riverside County, 2016a, pp. 6,7). The nearest mountain range is the South Motte Rimrock Reserve which has an elevation of 1,985 feet AMSL and is approximately 0.95 miles south east of the Project site (Google Earth Pro, 2020). Views from these public viewpoints will be assessed in the following paragraphs.

   The Project building's potential obstructions to mountain views would be limited to the portion of Rider Street which lies east of Harvill Avenue. However, the building would be located along Harvill Avenue and would allocate space for parking on the south side of the building adjacent to Rider Street. Accordingly, the Project would not obstruct views of the Lakeview Mountain range. In addition, because of the topographical features of the Mead Valley and intervening development between the Project site and the Lakeview Mountains, views from Rider Street would not be considered unique, prominent, or distinct. While potential views to the east from Harvill Avenue may be obstructed by

the Project, because the Lakeview mountains are approximately 3.64 to 6.87 miles to the northeast, and due to the relatively flat topography of the Perris Valley floor, Harvill Avenue is not a location in which unique, prominent, or distinct views can be observed.

The Project would also have a less than significant effect on public viewpoints located within the South Motte Rimrock Reserve. Because of the topographical features of the Mead Valley, relative heights of the South Motte Rimrock Reserve and the Project's building, intervening development between the Project site and the South Rimrock Reserve, and consistency of the Project's building with the surrounding development, the Project would not result in the creation of an aesthetically offensive site open to public view. For the same reasons, the Project would have a less than significant effect on public viewpoints located within the Steele Hills located beyond the South Rimrock Reserve, 6.1 miles southeast of the Project site.

As identified in Table 3-1, the Project would be constructed over a period of approximately 12 to 15 months. Heavy equipment would be used, which would be visible to the immediate surrounding areas during the temporary construction period. Construction activities are a common occurrence in the developing Inland Empire region of southern California and are not considered to result in the creation of an aesthetically offensive site open to public view. Furthermore, except for the short-term use of cranes during building construction and lifts during the architectural coating phase, the construction equipment is expected to be low in height and not substantially visible to the surrounding area. All construction activities would be temporary in nature and all construction equipment would be removed from the Project site following completion of construction activities. For these reasons, temporary aesthetic effects during the Project's construction period would be less than significant.

The Project would incorporate a number of design features to soften the visual prominence of the building and loading docks from public viewing areas, including enhanced architectural treatments, walls, and landscaping. Therefore, due to the lack of public viewing locations on the Project site and the prominence of warehouse buildings being built adjacent to the site and in the surrounding area, as well as the design elements incorporated as part of the Project, the Project would not substantially damage scenic resources or obstruct any prominent scenic vista or view open to the public or result in the creation of an aesthetically offensive site open to public view. Impacts would be less than significant.

c) According to mapping information provided from the SCAG, which is based on U.S. Census data for urbanized areas, the Project site is located within an urbanized area (SCAG, 2017). The Project site is zoned M-H and M-SC. According to the Riverside County Land Use Ordinance (Ordinance No. 348), the intent of the M-H and M-SC Zones is to promote and attract industrial and manufacturing activities that will provide jobs to local residents and strengthen the County's economic base; provide the necessary improvements to support industrial growth; ensure that new industry is compatible with uses on adjacent lands and protect industrial areas from encroachment by incompatible uses that may jeopardize industry. Development is subject to area site improvement, landscaping, and performance standards specified in the County's Land Use Ordinance. (Riverside County, 2019b). Although the Project Applicant proposes Change of Zone No. 2000008 to change the zoning

classification of the portion of the site that is zoned M-H, to M-SC so that the entire site would be zoned M-SC, the intent of both zones is to promote industrial land uses. Therefore, with compliance with the zoning development standards and regulations, the Project's potential to result in a conflict with applicable zoning and other regulations governing scenic quality would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	***Less than Significant with Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
Would the project:				
2. Mt. Palomar Observatory a. Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	☐	☐	☒	☐

Source: Riverside County Ordinance No. 655 (Regulating Light Pollution) (Riverside County, 1988); Riverside County General Plan Draft EIR No. 521 Section 4.4 "Aesthetics and Visual Resources" (Riverside County, 2015b)

Findings of Fact:

a) According to the Riverside County General Plan Draft EIR No. 521, the Project site is located within Zone B of the Mt. Palomar Nighttime Lighting Policy Area (Riverside County, 2015b, Figure 4.4.1). All developments within Zone B of the Mt. Palomar Nighttime Lighting Policy Area, including the Project, are required to adhere to the requirements of Riverside County Ordinance No. 655, which controls artificial lighting sources to protect the observatory. The Project's Conditions of Approval imposed by Riverside County require compliance with all such mandatory requirements and the County of Riverside would be obligated to review subsequent building permits to ensure compliance. Therefore, because the Project would be required to comply with Ordinance No. 655, the Project's potential to interfere with the nighttime use of the Mt. Palomar observatory would be less than significant.

Applicable Regulatory Requirement:

- The Project is required to comply with Riverside County Ordinance No. 655, which is intended to restrict the permitted use of certain light fixtures emitting light into the night sky which could have a detrimental effect on astronomical observation and research. Ordinance No. 655 sets forth requirements for lamp sources and shielding of light emissions for outdoor fixtures to reduce "skyglow" or light pollution that affects day or nighttime views from Mt.

Palomar Observatory (located approximately 40 miles southeast of the Project site in northern San Diego County).

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
3. Other Lighting Issues a. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
b. Expose residential property to unacceptable light levels?	☐	☐	☒	☐

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County Ordinance No. 655 (Riverside County, 1988); Riverside County Ordinance No. 915 (Riverside County, 2012); Viewshed Analysis performed by T&B Planning, Inc. (T&B Planning, Inc., 2020).

Findings of Fact:

a) Under existing conditions, the Project site is vacant and undeveloped and generates no day or nighttime light or glare. The site is surrounded by industrial, commercial, and undeveloped properties. The proposed Project would include exterior lighting in the form of outdoor LED Area Lights; the installation of which would be ancillary to the proposed building. The proposed Project would be required to adhere to the lighting requirements as set forth in Riverside County Ordinance Nos. 655 and 915, which provide minimum requirements for outdoor lighting in order to reduce light trespass and to protect the health, property, and well-being of residents. Plans submitted to Riverside County for future implementing permits and approvals (i.e., building permits) would be required to demonstrate compliance with these standards. Accordingly, mandatory compliance with Ordinances No. 655 and 915 would ensure that the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views or expose residential properties to unacceptable light levels.

   The Project would involve the construction of one (1) warehouse building with exterior building surfaces that consist of concrete tilt-up panels and blue reflective glazing. While window glazing has a potential to result in minor glare effects, such effects would not adversely affect daytime views of

any surrounding properties, including motorists on adjacent roadways, because the glass used by the Project would be low-reflective. Office elements with large windows are proposed on the northwest and southeast corners of the building and in the center of the east-facing and west-facing elevation. Other areas proposed for window glazing would be limited, as shown on the Project's application materials (HPA, 2020a). The roof of the proposed warehouse building would be constructed to accommodate the installation of solar panels. Because solar panels absorb light – and do not reflect it – the panels are not expected to result in substantial adverse glare effects. In addition, any solar panels installed on the site would need to be designed to minimize glare in accordance with Riverside County ALUC requirements as identified under the Hazards and Hazardous Materials threshold (see Threshold 21). Therefore, because the proposed Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or expose residential property to unacceptable light levels, impacts would be less than significant.

b) Refer to response 3.a) above. The nearest sensitive receptor to the Project site is a single-family home to the southwest, which is separated from the Project site by Harvill Avenue and a large warehouse building. The Project would be required to comply with Riverside County Ordinance No. 915 (Outdoor Lighting), which generally would preclude significant lighting impacts to surrounding properties, including existing single-family homes. Mandatory compliance with the County's lighting requirements would ensure that the Project would not expose residents or residential properties to unacceptable light levels, and a less-than-significant impact would occur.

Applicable Regulatory Requirement

- The Project is required to comply with Riverside County Ordinance No. 915, which is intended to provide minimum requirements for outdoor lighting in order to reduce light trespass. Ordinance No. 915 provides regulations on adequate lighting shielding, glare, and light trespass in order to ensure all development in Riverside County installs lighting in a way that does not jeopardize the health, safety, or general welfare of Riverside County residents and degrade their quality of life.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.2 Agriculture and Forest Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
4. Agriculture a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	☐	☐	☒	☐
c. Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	☐	☐	☐	☒
d. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County General Plan Figure OS-2 "Agricultural Resources" (Riverside County, 2015a); Riverside County GIS Database (RCIT, 2020); California Department of Conservation California Important Farmland Finder (CDC, 2016); Ordinance No. 625: An Ordinance of the County of Riverside Amending Ordinance No. 625 Providing A Nuisance Defense for Certain Agricultural Activities, Operations, And Facilities And Providing Public Notification Thereof (Riverside County, 1994); California Department of Conservation Land Evaluation & Site Assessment Model (LESA) (CDC, 1997); University of California, Davis California Resource Lab (UC Davis California Soil Resource Lab, 2020); University of California Division of Agriculture and Natural Resources, A Revised Storie Index for Use with Digital Soils Information (UCANR, 2008)

Findings of Fact:

a) According to the Farmland Mapping & Monitoring Program (FMMP) California Important Farmland Finder and as reported by Riverside County GIS database and the Riverside County General Plan, the Project site contains lands defined by the FMMP as "Farmland of Local Importance" and "Urban Built-

Up Land" (CDC, 2016; RCIT, 2020; Riverside County, 2015a, Figure OS-2). There are no portions of the Project site that contain Prime Farmland, Farmland of Statewide Importance, or Unique Farmland ("Farmland"). Also, there are no areas surrounding the Project site that contain designated Farmland.

Farmland of Local Importance is assigned to land that is either currently producing agricultural crops, or has the capability of production, but does not meet the criteria of Prime Farmland, Farmland of Statewide Importance, or Unique Farmland. According to the California Department of Conservation (CDC) classifications, lands designated as "Farmland of Local Importance" likely carry the designation because the soils in this area are capable of agricultural production, but the property has never been used for agriculture and/or lacks available irrigation water for use in agricultural crop production and no active farming is occurring in the general area. Because the Project site does not contain land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance), the Project has no potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. No impact would occur.

b) Under existing conditions, the Project site is vacant and undeveloped and is split zoned M-H and M-SC and is not zoned for agricultural use. The Project site is surrounded on the north, east, and west by "Farmland of Local Importance" and on the south by "Urban-Built-Up Land." As shown on Riverside County GIS, the Project site is not a part of an agricultural preserve and there are no lands identified as agricultural preserves on any lands surrounding the Project site (RCIT, 2020). Therefore, because the Project would not conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve, no impact would occur as a result of development of the proposed Project.

The agricultural value of the Project site was evaluated using the California Department of Conservation's (DOC) Land Evaluation & Site Assessment (LESA) Model. The LESA Model is a point-based approach that uses measurable factors to quantify the relative value of agricultural land resources. The LESA Model is made up of two (2) sets of factors: Land Evaluation (LE) and Site Assessment (SA), which are scored and weighed separately to yield a total LE subscore and SA subscore. The Final LESA Score is the sum of the LE and SA subscores and has a maximum possible score of 100 points. Based on the Final LESA Score, a threshold system is used to determine the significance of a project's impacts on agricultural resources (refer to Table 9 of the LESA Instruction Model). (CDC, 1997, p. 31)

The LE subscore consists of two (2) factors, including the Land Capability Classification (LCC) rating and the Storie Index rating, which were devised to measure the inherent soil-based qualities of land as they relate to agricultural production. The LCC Rating and Storie Index rating scores are based upon the soil map unit(s) identified on a property and the acreage of each soil mapping unit relative to the property's total acreage. Data for the soil map unit(s), LCC, and Storie Index for the Project site were obtained from soil survey data provided by the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS). (CDC, 1997, pp. 7-9)

A SA subscore consists of four factors that measure social, economic, and geographic features that contribute to the overall value of agricultural land. The SA factors include Project Size Rating, Water

Resource Availability Rating, Surrounding Agricultural Land Rating, and Protected Resource Land Rating. (CDC, 1997, p. 13)

As summarized Table 5-1, *LESA Summary Score*, the Project site's LESA Model score is 50.1. According to the LESA Model scoring thresholds, a project site that receives a score between 40 and 59 is considered significant only if the LE and the SA subscores are each greater than or equal to 20 points (CDC, 1997, Table 9). Because the proposed Project's SA subscore is less than 20, the Project site is not considered to be an important agricultural resource pursuant to the LESA Model. Thus, impacts would be less than significant.

Table 5-1 LESA Summary Score

	Factor Scores	Factor Weight	Weighted Factor Scores
Land Evaluation (LE) Factors			
Land Capability Classifications (LCC)[1]	50.8	0.25	12.7
Storie Index[2]	89.75	0.25	22.4
Land Evaluation (LE) Subtotal		0.50	35.1
Site Assessment (SA) Factors			
Project Size[3]	0	0.15	0
Water Resource Availability[4]	100	0.15	15.0
Surrounding Agricultural Land[5]	0	0.15	0
Protected Resource Land[6]	0	0.05	0
Site Assessment Subtotal		0.50	15.0
Final LESA Score			**50.1**

Notes:

[1]Approximately 2.3 acres of the Project site has an LCC classification of IIIe, which corresponds to a LESA LCC rating of 70 points. Approximately 4.5 acres of the Project site has an LCC classification of IIIc, which corresponds to an LESA LCC rating of 60 points. Approximately 8.0 acres of the Project site has an LCC classification of IVs, which corresponds to an LESA LCC rating of 40 points. The weighted LCC score for the site is 50.8.

[2] Approximately 4.5 acres of the Project site has a Storie Index rating of 81.2; approximately 0.3- acre of the Project site has a Storie Index rating of 86.9; approximately 8.0 acres of the Project site has a Storie Index rating of 95; and approximately 2.0 acres of the Project site has a Storie Index rating of 88.2. The weighted Storie Index rating for the site is 89.75.

[3] The soils on the Project site do not meet the minimum area requirement (in acres) to be awarded a score under the LESA Model.

[4] The Project site is not irrigated; however, the Project area receives sufficient average annual rainfall to support dryland farming in non-drought years, in theory. Additionally, water utilities are available to the Project site from the abutting roadways (i.e., Harvill Avenue and Rider Street). The irrigation conditions at the Project site correspond to a score of 100 under the LESA Model.

[5] There are no agricultural lands within the Project's zone of influence (ZOI). The ZOI is defined pursuant to the LESA Model.

[6]Approximately 28 percent of the Project's ZOI is identified as protected resource land, which corresponds to a surrounding protected resource land score of 0 under the LESA Model.

-Factor weights are defined by the LESA Model.

Source: (CDC, 1997; UC Davis California Soil Resource Lab, 2020)

c) The Project site is bound on the west by Harvill Avenue, on the south by Rider Street, and on the west by the RCTC/Metrolink railway. The existing land uses of surrounding properties were previously described in Section 2.2, *Surrounding Land Uses and Development.* As shown on Figure 2-10, the

Riverside County General Plan and MVAP designate surrounding properties to the north of the Project site as M-H, to the south of Rider Street as M-H, and to the west of Harvill Avenue M-SC and I-P. (RCIT, 2020) The nearest property containing agriculturally zoned land is located approximately 1.3 miles (approximately 6,840 feet), conservatively speaking, miles northeast of the site. Therefore, because the Project site is not located within 300 feet of agriculturally zoned property, the proposed Project has no potential to cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm").

d) "Farmland" is defined in Section II.a of Appendix G to the State CEQA Guidelines to mean Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As described under Threshold 4(a), above, there are no areas of Farmland within the Project vicinity. As described previously in Section 2.0, and above under Threshold 4(c), lands adjacent to the Project site are not designated Farmland by the FMMP. In addition, the Project site is located in a portion of Riverside County around the I-215 corridor that is developing as an employment center, containing business park, commercial, distribution warehousing, e-commerce, and light industrial land uses. As such, because there are no components of the proposed Project that would result in changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use, no impact would occur as a result of development of the proposed Project.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	***Less than Significant with Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
Would the project:				
5. Forest a. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	☐	☐	☐	☒
b. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
c. Involve other changes in the existing environment which, due to their location or	☐	☐	☐	☒

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
nature, could result in conversion of forest land to non-forest use?				

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County General Plan Figure OS-3a "Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas" (Riverside County, 2015a); Riverside County GIS (RCIT, 2020); Google Earth Pro (Google Earth Pro, 2020)

Findings of Fact:

a) The Project site is not zoned as forest land and there are no lands within the Project site's vicinity that are zoned for forest land (as defined in Public Resources Code § 12220(g)), timberland (as defined by Public Resources Code § 4526), or Timberland Production (as defined by Government Code § 51104(g)). Due to the lack of forest land in the Project area, the Project would not conflict with zoning of forest land or result in the loss of forest land or the conversion of forest land to non-forest use. No impact would occur.

b) As previously discussed in Threshold 5.a), the Project site is not zoned for forest land and does not contain any forest land. Additionally, because there are no forest lands in the Project vicinity, the Project would not have the potential to involve other changes to the existing environment which, due to their location or nature, could indirectly result in the conversion of forest land to non-forest use. (Riverside County, 2015a, Figure OS-3a; RCIT, 2020; Google Earth Pro, 2020) No impact to forest land would occur as a result of development of the proposed Project.

c) Implementation of the Project would not develop or disturb any lands that contain forest land and, as such, there would be no potential for the Project to cause the loss of forest land or the conversion of forest land to non-forest use. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.3 Air Quality

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
6. Air Quality Impacts a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Source: Urban Crossroads, Air Quality Impact Report (Urban Crossroads, Inc., 2020a); Urban Crossroads, Mobile Health Risk Assessment (Urban Crossroads, Inc., 2020b).

a) The Project site is located within the SCAB under the jurisdiction of the SCAQMD which is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards (Urban Crossroads, Inc., 2020a, p. 8). Currently, State and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the State and federal ambient air quality standards. The current AQMP, the *2016 AQMP*, was adopted by SCAQMD in March 2017. Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's *CEQA Air Quality Handbook (1993)* (Urban Crossroads, Inc., 2020a, p. 57). The Project's consistency with these criteria is discussed below.

Consistency Criterion No. 1: The Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 1 refers to violations of the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CAAQS and NAAQS violations would

occur if Localized Significance Thresholds (LSTs) or regional significance thresholds were exceeded. As evaluated by Urban Crossroads, the Project's regional and localized construction-source emissions would not exceed applicable regional threshold and LST thresholds. Therefore, the Project's impacts would be less than significant (Urban Crossroads, Inc., 2020a, p. 57).

Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.

The growth forecasts used in the *AQMP* to calculate future emissions levels are based in part on land use planning data provided by lead agencies via their general plan documents. Projects that increase the intensity of use on a subject property may result in increased stationary area source emissions and/or vehicle source emissions when compared to the *AQMP* assumptions. However, if a project does not exceed the growth projections in the applicable local general plan, then the project is considered to be consistent with the growth assumptions in the *AQMP*. The Project site has a land use designation of "Light Industrial (LI)" in the County of Riverside General Plan and the MVAP. The land use proposed by the Project is consistent with the land use designation. Accordingly, the Project would not exceed the growth projections in the County of Riverside General Plan and MVAP and the Project is considered to be consistent with the growth assumptions used in the *AQMP* and is therefore consistent with Criterion No. 2.

The Project would not result in or cause NAAQS or CAAQS violations. The proposed Project is consistent with the land use and growth intensities reflected in the adopted General Plan. Furthermore, the Project would not exceed any applicable regional or local thresholds. Therefore, the Project is considered to be consistent with the AQMP. Impacts would be less than significant (Urban Crossroads, Inc., 2020a, p. 58).

b) The proposed Project has the potential to generate air pollutant concentrations during construction activities and operational activities. There are numerous requirements that development projects must comply with by law, and that were put in place by federal, State, and local regulatory agencies for the improvement of air quality. The two most pertinent regulatory requirements that apply to the proposed Project and which are required by SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Project compliance with these and other mandatory regulatory requirements were assumed in the Project's Air Quality Impact Analysis (*Technical Appendix A1*) and herein (Urban Crossroads, Inc., 2020a, pp. 1-2).

Impact Analysis for Construction Emissions

The California Emissions Estimator Model (CalEEMod) was used to calculate expected Project-related air pollutant emissions. CalEEMod accounts for the implementation and enforcement of California's progressively more restrictive regulatory requirements for construction equipment and the ongoing replacement of older construction fleet equipment with newer, less-polluting equipment. Thus, according to the CalEEMod, construction activities that occur in the near future are expected to generate more air pollutant emissions than the same activities that may occur farther into the future.

For analysis purposes in this MND and its supporting technical studies, construction is assumed to commence in Year 2020 and complete in Year 2021. Although actual construction will commence later (likely in late 2021), assuming a 2020 construction start date yields conservative analytical results, as older construction equipment is phased out of construction fleets over time and replaced with cleaner and less polluting pieces of equipment. Thus, the analytical results of the air quality modeling are valid albeit they may slightly overstate the air pollutant emissions from construction equipment because construction was assumed to start earlier than will actually occur. (Urban Crossroads, Inc., 2020a, p. 39) .

CalEEMod calculates maximum daily emissions for summer and winter periods. The calculated maximum daily emissions associated with Project construction are presented in Table 5-2, *Overall Construction Emissions Summary (without Mitigation)*. As shown in Table 5-2, emissions resulting from the Project construction will not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant. (Urban Crossroads, Inc., 2020a, p. 41) Accordingly, the Project would not emit substantial concentrations of these pollutants during construction and would not contribute to an existing or projected air quality violation, on a direct or cumulatively-considerable basis. Impacts associated with construction-related emissions of VOCs, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ would be less than significant and mitigation is not required.

Table 5-2 Overall Construction Emissions Summary (without Mitigation)

Year Used in Analytical Modeling[1]	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Summer						
2020	5.89	88.57	36.61	0.16	14.17	6.94
2021	47.98	59.45	49.37	0.13	6.73	3.35
Winter						
2020	5.92	88.81	37.04	0.16	14.17	6.94
2021	47.96	59.40	47.30	0.13	6.73	3.35
Maximum Daily Emissions	**47.98**	**88.81**	**49.37**	**0.16**	**11.48**	**6.65**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

1 Although construction is expected to commence in 2021 and complete in 2022, the use of earlier analysis years (2020 and 2021) yields valid modeling results. Due to the later construction start date, the calculated emission quantities reported in this table may be slightly overstated.
Source: CalEEMod construction-source (unmitigated) emissions are presented in Appendix 3.1 of *MND Technical Appendix A1*.

Impact Analysis for Operational Emissions

Based on the size, scale, and intended use of the proposed building, the expected operational characteristics of the future building user are expected to generate air pollutant emissions from the operation of motor vehicles (including cars and trucks), landscape maintenance activities, application of architectural coatings, and the use of electricity and natural gas (Urban Crossroads, Inc., 2020a, Section 3.5). CalEEMod utilizes summer and winter EMFAC2017 emission factors in order to derive vehicle emissions associated with Project operational activities, which vary by season. Therefore, long-term operational emissions associated with the Project for summer and winter scenarios are presented in Table 5-3, *Summary of Peak Operational Emissions*. Detailed operational model outputs are presented in Appendices 3.2 and 3.3 of *Technical Appendix A1*. As summarized in Table 5-3, Project operation-source emissions would not exceed the SCAQMD regional thresholds of significance for any criteria pollutants. Therefore, the Project would not emit substantial concentrations of any criteria pollutants during long-term operation and would not contribute to an existing or projected air quality violation. Impacts would be less than significant. (Urban Crossroads, Inc., 2020a, p. 46)

SCAQMD considers air pollutant emissions that exceed the SCAQMD's project-level thresholds to also be cumulatively considerable. Conversely, if a project does not exceed the SCAQMD project-level thresholds then SCAQMD considers the project's air pollutant emissions to be less than cumulatively considerable. The evaluation of Project-specific air pollutant emissions presented above demonstrates that the Project would not exceed any applicable thresholds that are designed to assist the region in attaining the applicable national air quality standards. Therefore, the Project's air pollutant emissions would be less than cumulatively considerable and would not contribute to the non-attainment of applicable State and federal standards. (Urban Crossroads, Inc., 2020a, pp. 61-62)

Table 5-3 Summary of Peak Operational Emissions

Operational Activities – Summer Scenario	**Emissions (lbs/day)**					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Source	7.62	7.90E-04	0.09	1.00E-05	3.10E-04	3.10E-04
Energy Source	0.05	0.49	0.41	2.91E-03	0.04	0.04
Mobile Source (Passenger Cars)	1.32	1.04	17.71	0.05	5.23	1.40
Mobile Source (Trucks)	1.22	39.76	8.41	0.14	6.04	2.15
On-Site Equipment Source	0.14	1.55	0.77	3.17E-03	0.05	0.05
Total Maximum Daily Emissions	**10.36**	**42.84**	**27.39**	**0.20**	**11.36**	**3.64**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Operational Activities – Winter Scenario	**Emissions (lbs/day)**					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Source	7.62	7.90E-04	0.09	1.00E-05	3.10E-04	3.10E-04
Energy Source	0.05	0.49	0.41	2.91E-03	0.04	0.04
Mobile Source (Passenger Cars)	1.18	1.08	14.43	0.05	5.23	1.40
Mobile Source (Trucks)	1.20	41.50	8.16	0.14	6.04	2.15

On-Site Equipment Source	0.14	1.55	0.77	3.17E-03	0.05	0.05
Total Maximum Daily Emissions	**10.19**	**44.61**	**23.86**	**0.19**	**11.36**	**3.64**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Source: CalEEMod operational-source emissions are presented in Appendices 3.2 and 3.3 of Technical Appendix A1. (Urban Crossroads, Inc., 2020a, Table 3-7)						

c) For a detailed description of the health effects of criteria pollutants refer to Section 2.4 of the Project's Air Quality Impact Analysis (*Technical Appendix A1*). Criteria pollutants are pollutants that are regulated through the development of human health based and/or environmentally based criteria for setting permissible levels. In general, criteria pollutants have adverse effects to human health including, but not limited to, respiratory illness and carcinogenic effects. (Urban Crossroads, Inc., 2020a, p. 10; Table 2-1)

The following analysis is based on the applicable significance thresholds established by the SCAQMD (which are based on federal and State air quality standards).

As noted in the Brief of Amicus Curiae by the SCAQMD in the *Friant Ranch* case (*Sierra Club v. County of Fresno (Friant Ranch L.P.* (2018) 6 Cal.5th 502) (see Appendix 3.12 of *Technical Appendix A1*) (SCAQMD Brief), SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes. The SCAQMD discusses in the Brief that it may be infeasible to quantify health risks caused by projects similar to the proposed Project, due to many factors outlined in the SCAQMD Brief. The Brief specifically states that it may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s)) and even where a health risk assessment can be prepared, the resulting maximum health risk value is only a calculation of risk--it does not necessarily mean anyone will contract cancer or other health concern as a result of the project. For extremely large regional projects (unlike the proposed Project), the SCAQMD Brief states that it is possible to correlate potential health outcomes for very large emissions sources; as part of the SCAQMD's rulemaking activity, specifically 6,620 pounds per day (lbs/day) of NO_X and 89,190 lbs/day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to ozone (Brief, at page 12). The proposed Project does not generate anywhere near 6,620 lbs/day of NO_X or 89,190 pounds lbs/day of VOC emissions. In comparison, the Project would generate only 88.81 lbs/day of NO_X during construction and only 44.61 lbs/day of NO_X during operations (1.34% and 0.67% of 6,620 lbs/day, respectively). The Project would also generate only 47.98 lbs/day of VOC emissions during construction and only 10.36 lbs/day of VOC emissions during operations (0.05% and 0.01% of 89,190 lbs/day, respectively). Therefore, the Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a Basin-wide level. (Urban Crossroads, Inc., 2020a, pp. 59-60)

Provided below are analyses of the Project's localized significance thresholds (LST) evaluation and mobile source diesel particulate matter (DPM) evaluation, with conclusions made for impacts to human health, based on quantifiable methodologies accepted by the SCAQMD. The following provides an analysis of the Project's potential to expose sensitive receptors in the immediate vicinity of the Project site to substantial pollutant concentrations during Project construction and long-term operation based on the applicable significance thresholds established by the SCAQMD.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining the Project's potential to cause an individual and cumulatively significant impact. Sensitive receptors are people who are especially sensitive to air pollution. Sensitive receptors in the Project study area are described below and identified on Figure 5-1, *Sensitive Receptor Locations*. All distances are measured from the Project site boundary to the outdoor living areas (e.g., private backyards) or at the building façade, whichever is closer to the Project site.

- R1: Location R1 represents the exterior façade of the Val Verde School District administrative building located at 975 Morgan Street roughly 1,045 feet northeast of the Project site. It is noted that no school child education or activities involving school children occur at the Val Verde School District administrative building; the nearest location where school children education and activities occur is at the Val Verde High School, which is located further north of the administrative building and further from the Project site; therefore, Urban Crossroads' measurement to the administrative building is a conservative distance to calculate air pollutant effects to school children.

- R2: Location R2 represents the existing residential home located at 23615 Rider Street, roughly 633 feet southwest of the Project site. Because there are no private outdoor living areas (backyards) facing the Project site, receptor R2 is placed at the residential building façade.

- R3: Location R3 represents the residence at 19971 Patterson Avenue Drive which is located roughly 1,160 feet west of the Project site. Because there are no private outdoor living areas (backyards) facing the Project site, receptor R3 is placed at the residential building façade.

- R4: Location R4 represents the private outdoor living area (backyard) at 23453 Cajalco Rd approximately 1,426 feet northwest of the Project site.

- R5: Location R5 represents the JM Eagle manufacturing facility located 106 feet south of the Project site. Receptor R5 is placed at the parking lot/yard area at JM Eagle manufacturing where a worker could remain for at least one hour.

The nearest receptor where an individual could remain for a 24-hours in proximity to the Project site boundary is Location R2, a residential home located at 23615 Rider Street. Other sensitive land uses in the Project study area that are located at greater distances than those identified in *Technical Appendix A1* and herein, would experience lower air concentration levels than those presented in *Technical Appendix A1* and herein due to the additional particle dispersion from distance and the

shielding of intervening structures. Distance is measured in a straight line from the project boundary to each receptor location. Location R2 is utilized to determine localized construction and operational air quality impacts for emissions of PM_{10} and $PM_{2.5}$ (since PM_{10} and $PM_{2.5}$ thresholds are based on a 24- hour averaging time). (Urban Crossroads, Inc., 2020a, p. 50)

Consistent with LST Methodology, the nearest industrial/commercial use to the Project site is used to determine construction and operational LST air impacts for emissions of NO_2 and CO as the averaging periods for these pollutants are shorter (eight hours or less) and it is reasonable to assume that an individual could be present at these sites for periods of one to eight hours. Thus, the nearest receptor used for evaluation of localized impacts of NO_2 and CO is represented by location R5, the JM Eagle manufacturing facility located 106 feet (32 meters) from the Project site (measured from property line to property line). The 32-meter distance was used for evaluation of localized NO_2 and CO emission impacts and represents the parking lot/yard area at JM Eagle manufacturing, where a worker could remain for at least one hour. (Urban Crossroads, Inc., 2020a, p. 50)

Impact Analysis for Construction Localized Emissions

Table 5-4, *Localized Significance Summary of Construction (without Mitigation)*, identifies the localized impacts at the nearest applicable receptor locations in the vicinity of the Project. As shown in Table 5-4, without mitigation, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions of any criterial pollutant. (Urban Crossroads, Inc., 2020a, pp. 52 Table 3-10)

Table 5-4 Localized Significance Summary of Construction (without Mitigation)

On-Site Site Preparation Emissions	**Emissions (lbs/day)**			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum Daily Emissions	**63.79**	**22.39**	**13.97**	**6.88**
SCAQMD Localized Threshold	279	1,745	93	30
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
On-Site Grading Emissions	**Emissions (lbs/day)**			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum Daily Emissions	**60.88**	**32.40**	**8.99**	**4.02**
SCAQMD Localized Threshold	279	1,745	93	30
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Source: CalEEMod localized construction-source emissions are presented in Appendix 3.1 of *Technical Appendix A1.*
(Urban Crossroads, Inc., 2020a, Table 3-10)

Impact Analysis for Operational Localized Emissions

The LST methodology provides look-up tables for sites with an area with daily disturbance of 5 acres or less. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine which pollutants require additional detailed analysis. This approach is conservative as it assumes that all on-site emissions associated with the Project would occur within a concentrated 5-

acre area. This screening method would therefore over-predict potential localized impacts, because by assuming that on-site operational activities are occurring over a smaller area, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the project-site boundary. As such, LSTs for a 5-acre site during operations are used as a screening tool to determine if further detailed analysis is required. (Urban Crossroads, Inc., 2020a, p. 53)

It is noted that the longest on-site distance, from the entry into Driveway 1 to the exit from Driveway 2, is 0.30 mile for both trucks and passenger cars. As such, the 5% assumption is conservative and would tend to overstate the actual impact because it is not likely that a passenger car would drive 0.74 miles on the site or that a truck would drive 1.64 miles on the site. Modeling based on these assumptions demonstrates that even within broad encompassing parameters, Project operational-source emissions would not exceed, and would be considerably below, the applicable LSTs. As shown in Table 5-5, *Localized Significance Summary of Operations (without Mitigation)*, the Project's calculated long-term operational emissions would not exceed the localized thresholds established by the SCAQMD, for the nearest sensitive receptor, R2. Receptors located further from the Project site would be exposed to fewer concentrations of Project-related emissions. Accordingly, long-term operation of the Project would not result in the exposure of sensitive receptors, which are located within one mile of the Project site, to substantial pollutant concentrations. Therefore, impacts associated with operational localized emissions would be less than significant. (Urban Crossroads, Inc., 2020a, p. 53)

Table 5-5 Localized Significance Summary of Operations (without Mitigation)

Operational Activity	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**4.16**	**2.57**	**0.65**	**0.26**
SCAQMD Localized Threshold	279	1,745	23	8
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
(Urban Crossroads, Inc., 2020a, Table 3-12)				

Impact Analysis for Diesel Particulate Emissions

Diesel-fueled trucks would travel to/from the Project site during operation of the Project. Diesel trucks produce diesel particulate matter (DPM), which is known to be associated with health hazards, including cancer. To evaluate the Project's potential to expose sensitive receptors within 0.25 mile of the Project site and the Project's primary travel routes to substantial amounts of DPM during long-term operation, a Mobile Source Health Risk Assessment (HRA) was prepared for the proposed Project (*Technical Appendix A2*). The modeled truck travel routes included in the HRA are based on the truck trip distributions (inbound and outbound) available from the Project's Traffic Impact Analysis (TIA) (*Technical Appendix K1*). The modeled truck route is consistent with the trip distribution patterns identified in the Project's TIA, is supported by substantial evidence, and was modeled to determine

the potential impacts to sensitive receptors along the primary truck routes. The modeling domain is limited to the Project's primary truck route and includes off-site sources in the study area for approximately 1.0 mile. This modeling domain is more inclusive and conservative than using only a 0.25-mile modeling domain which is the distance supported by several reputable studies which conclude that the greatest potential health risks occur within a 0.25 mile of the primary source of emissions (in the case of the Project, the primary source of emissions is the on-site idling, travel, and on-site equipment). (Urban Crossroads, Inc., 2020a, p. 9)

On-site truck idling was calculated by Urban Crossroads to occur as trucks enter and travel through the Project site. Although the Project's diesel-fueled truck and equipment operators are required by State law to comply with CARB's idling limit of 5 minutes, staff at SCAQMD recommends that the on-site idling emissions be calculated assuming 15 minutes of truck idling, which would take into account on-site idling which occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, the Project's HRA *(Technical Appendix A2*), analyzed truck idling at 15 minutes, consistent with SCAQMD's recommendation. (Urban Crossroads, Inc., 2020b, p. 9)

Project-related DPM health risks were evaluated under the residential, worker, and school child receptor scenarios, which are summarized below (Urban Crossroads, Inc., 2020b, p. 9). Detailed air dispersion model outputs and risk calculations are presented in Appendices 2.1 and 2.2, respectively, of *Technical Appendix A2*.

Individual Exposure Scenario

The residential land use with the greatest potential exposure to Project DPM source emissions is Location R2, which represents an existing residential home located at 23615 Rider Street, roughly 633 feet southwest of the Project site. At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 0.72 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.00025, which would not exceed the applicable significance threshold of 1.0. Because all other modeled residential receptors are located at a greater distance than the scenario analyzed herein, and DPM dissipates with distance from the source, all other residential receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIR identified herein at 663 feet southwest of the Project site. Therefore, the Project would not cause a significant human health or cancer risk to adjacent residences and long-term operations at the Project site would not directly cause or contribute in a cumulatively-considerable manner to the exposure of residential receptors to substantial DPM emissions (Urban Crossroads, Inc., 2020a, pp. 1, 17-18). Impacts would be less than significant.

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to Project DPM source emissions is Location R5, which represents the JM Eagle manufacturing facility located 106 feet south of the Project site. Receptor R5 is placed at the parking lot/yard area at JM Eagle manufacturing where a worker could remain for at least one hour. At the maximally exposed individual worker receptor

(MEIW), the maximum incremental cancer risk impact is 0.42 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be 0.001, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the scenario analyzed herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein at 106 feet south of the Project site. Therefore, the Project would not cause a significant human health or cancer risk to workers located adjacent to the site and long-term operations at the Project site would not directly cause or contribute in a cumulatively-considerable manner to the exposure of worker receptors to substantial DPM emissions. (Urban Crossroads, Inc., 2020a, pp. 1, 18) Impacts would be less than significant.

School Child Exposure Scenario

The school site land use with the greatest potential exposure to Project DPM source emissions is Location R1, which represents the exterior façade of the Val Verde School District administration building located at 975 Morgan Street roughly 1,045 feet northeast of the Project site. It is noted that no school child education or activities involving school children occur at the Val Verde School District administrative building; the nearest location where school children education and activities occur is at the Val Verde High School, which is located further north of the administrative building and further from the Project site; therefore, Urban Crossroads' measurement to the administrative building is a conservative distance to calculate air pollutant effects to school children. At the Maximally Exposed Individual School Child receptor (MEISC), the maximum incremental cancer risk impact attributable to the Project is calculated to be an estimated 0.01 in one million which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project were calculated to be 0.00002, which would not exceed the applicable significance threshold of 1.0. Any other schools near the Project site would be exposed to less emissions and consequently less impacts than what is disclosed for the MEISC. Therefore, the Project would not cause a significant human health or cancer risk to nearby school children and long-term operations at the Project site would not directly cause or contribute in a cumulatively-considerable manner to the exposure of school children receptors to substantial DPM emissions. (Urban Crossroads, Inc., 2020a, pp. 1-2; 18) Impacts would be less than significant.

d) The Project could produce odors during proposed construction activities resulting from construction equipment exhaust, application of asphalt, and/or the application of architectural coatings; however, standard construction practices would minimize the odor emissions and their associated impacts. Furthermore, any odors emitted during construction would be temporary, short-term, and intermittent in nature, and would cease upon the completion of the respective phase of construction. In addition, construction activities on the Project site would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance (Urban Crossroads, Inc., 2020a, p. 61). Accordingly, the proposed Project would not create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be less than significant.

During long-term operation, the Project would include a warehouse land use, which is not typically associated with objectionable odors. The temporary storage of refuse associated with the proposed Project's long-term operational use could be a potential source of odor; however, Project-generated refuse is required to be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations, thereby precluding any significant odor impact. Furthermore, the proposed Project would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance, during long-term operation (Urban Crossroads, Inc., 2020a, p. 62). As such, long-term operation of the proposed Project would not create objectionable odors affecting a substantial number of people. Impacts would be less than significant.

Applicable Regulatory Requirements.

- The Project is required to comply with the provisions of the SCAQMD Rule 403 "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads. To comply with Rule 403, and prior to grading permit issuance, the County of Riverside shall verify that notes are specified on the Project's grading plans requiring Rule 403 compliance. Project construction contractors would be required to ensure compliance with the notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. To comply with Rule 403:

    - In order to limit fugitive dust emissions, all clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines.
    - The construction contractor(s) shall ensure that all disturbed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three (3) times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
    - The construction contractor(s) shall ensure that traffic speeds on unpaved roads and the Project site area are reduced to 15 miles per hour or less.

- The Project is required to comply with the provisions of the SCAQMD Rule 1113 "Table of Standards" pertaining to VOC emissions by using Low-Volatile Organic Compounds paints (no more than 100 gram/liter of VOC) and/or High-Pressure Low Volume (HPLV) applications. Prior to building permit final inspection, the County of Riverside shall verify a note requiring Rule 1113 compliance is specified on all building plans. Project contractors would be required to comply with the note and maintain written records of such compliance that can be inspected by the County of Riverside or its designee upon request.

- The Project's construction activities are required to comply with the provisions of the SCAQMD Rule 1186 "PM_{10} Emissions from Paved and Unpaved Roads and Livestock

Operations," which requires the use of a street sweeper certified by the SCAQMD, and the use of non-toxic chemical stabilizers for dust control.

- Project construction activities are required to comply with the California Manual on Uniform Traffic Control Devices, which specify that temporary traffic controls shall be provided during construction, such as a flag person, during all phases of construction to facilitate the flow of construction traffic on streets abutting the Project site.

- The Project is required to comply with the California Green Building Standards Code (CALGreen), including all Nonresidential Mandatory Measures, including but not limited to requirements for bicycle parking, parking for clean air vehicles, charging stations, lighting, water conservation, waste reduction, and building maintenance. The provisions of CALGreen reduce energy use and fossil fuel use, which reduce air pollutant emissions.

- Diesel-fueled vehicles at the Project site are required to comply with the California Air Resources Board (CARB) idling restriction requirements, which currently restrict vehicles from idling for more than 5 minutes. Prior to building permit final inspection, the County of Riverside shall verify that signs are posted in the Project's truck courts specifying the idling restriction requirement.

- The Project is required to comply with the provisions of the SCAQMD Rule 402, "Nuisance" which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Source(s): Urban Crossroads (10-07-2020)

Figure 5-1

Not to Scale

Sensitive Receptor Locations

5.1.4 Biological Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
7. Wildlife & Vegetation a. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	☐	☒	☐	☐
b. Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	☐	☒	☐	☐
c. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Wildlife Service?	☐	☒	☐	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	☐	☒	☐	☐
f. Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.)	☐	☐	☐	☒

	through direct removal, filling, hydrological interruption, or other means?				
g.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

Source: Glenn Lukos and Associates, Jurisdictional Determination; Biological Technical Report; (GLA, 2020a) (GLA, 2020b; GLA, 2020c); Riverside County GIS Database (RCIT, 2020); Western Riverside County Multiple Species Habitat Conservation Plan (TLMA-EPD, 2003); Riverside County Ordinance No. 663 (Riverside County, 1996); Riverside County Ordinance No. 810.2, Establish the Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee (Riverside County, 2003)

Findings of Fact:

a) Two adopted Habitat Conservation Plans (HCPs) apply to the Project site. The Project site is located within the Stephens' Kangaroo Rat (SKR) HCP and the Western Riverside County MSHCP. The Riverside County Code contains provisions for the protection of the SKR pursuant to the SKR HCP (Riverside County, 1996). The Project site is not located within an identified reserve area for the SKR and the species has a low to moderate potential to occur on the Project site (RCIT, 2020). However, because the Project site is located within the HCP boundary, the Project Applicant is required to pay a mandatory mitigation fee pursuant to Riverside County Ordinance No. 663, which requires a per-acre mitigation fee payment to assist the County in implementing the SKR HCP. With mandatory compliance with standard regulatory requirements (i.e., payment of the development mitigation fee), the proposed Project would not conflict with any County policies or ordinances related to the SKR HCP. The Project is also subject to the Western Riverside County MSHCP. Because the Project site is located within the MSHCP area, the Project Applicant is required to pay a local development impact and mitigation fee pursuant to Riverside County Ordinance No. 810, which requires a per-acre local development mitigation fee payment to assist the County in implementing the MSHCP.

According to Riverside County GIS, the Project site is not located within any MSHCP Criteria Cells; thus, the subject property is not targeted for conservation under the MSHCP. The nearest area subject to a MSHCP Criteria Cell is located approximately 0.23-mile southwest of the Project site (Cell No. 2432). (RCIT, 2020) The Project does not occur within a Criteria Cell and/or Cell Group, Core and/or Linkage Area, Narrow Endemic Plant Species Survey Area (NEPSSA), Criteria Area Plant Species Survey Area (CAPSSA), Mammal Survey Area, and/or Amphibian Survey Area but the Project site does occur within the MSHCP Burrowing Owl Survey Area; therefore, the MSHCP requires habitat assessment and focused surveys within areas of suitable habitat. (GLA, 2020b, p. ii)

Development projects such as the proposed Project that are proposed outside of the MSHCP Criteria Area are required to be reviewed for consistency with several MSHCP provisions, including the Protection of Species Associated with Riparian/Riverine Areas and Vernal Pool Guidelines, the Protection of Narrow Endemic Plant Species, Guidelines Pertaining to Urban/Wildands Interface, and

the Additional Survey Needs and Procedures (TLMA-EPD, 2003, n.p.). Each of these provisions are addressed below as they pertain to the proposed Project.

The analysis below evaluates the proposed Project with respect to compliance with the biological aspects of the MSHCP. Specifically, the proposed Project's consistency with MSHCP Reserve assembly requirements, Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures). (GLA, 2020b, p. 44)

Project Relationship to Reserve Assembly

The Project site and offsite improvement areas do not occur within the MSHCP Criteria Area. Therefore, the proposed Project will not be subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) and/or (Joint Project Review (JPR) process. (GLA, 2020b, p. 45)

Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools

The proposed Project will not result in impacts to MSHCP Riparian/Riverine resources, as none occur in association with the Project site and offsite improvement areas. No vernal pools occur on the Project site or within the offsite improvement areas; therefore, no impact to vernal pools or vernal pool species including listed fairy shrimp will occur as a result of development of the proposed Project. (GLA, 2020b, p. 45)

Protection of Narrow Endemic Plant Species

Volume I, Section 6.1.3 of the MSHCP requires that within identified NEPSSA, site-specific focused surveys for Narrow Endemic Plants Species will be required for all public and private projects where appropriate soils and habitat are present. However, the Project does not occur within NEPSSA; therefore, the Project is not subject to any additional NEPSSA requirements pursuant to the MSHCP. (GLA, 2020b, p. 45)

Guidelines Pertaining to the Urban/Wildlands Interface

The Project site is not in proximity to the MSHCP Conservation Area and therefore the Urban/Wildland Interface Guidelines do not apply to the Project. (GLA, 2020b, p. 45)

Additional Survey Needs and Procedures

Focused burrowing owl surveys were conducted for the Project and no burrowing owl was detected. Because the Project does not occur within Amphibian and/or Mammal Survey Areas, no amphibian and/or mammal surveys are required. Also, because the Project does not occur within the CAPSSA, no Criteria Area Plant Species surveys are required. (GLA, 2020b, p. 45)

Conclusion of MSHCP Consistency

As outlined above, the proposed Project would be consistent with the biological requirements of the MSHCP; specifically pertaining to the Project's relationship to reserve assembly, Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3

(Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures). (GLA, 2020b, p. 45)

b) The list of plants designated by the Fish and Game Commission as endangered, threatened, or rare is contained in the California Code of Regulations, Title 14, Section 670.2. Based on habitat assessments conducted by GLA, no native habitat types are present on the site and no listed species (currently protected by State or federal endangered species acts) are expected to occur due to absence of suitable habitat. Regardless, the potential presence of burrowing owl is considered a significant direct and cumulatively considerable impact because the species is migratory and could be present on the Project site at the time that the Project's construction activities commence. In addition, other migratory bird species protected by the MBTA could be impacted by the Project if active nests are present on the site at the time that nesting habitat (trees and shrubs) are removed. Mitigation is required.

c) As demonstrated in Threshold 7.b), above, the Project site does not contain sensitive species and would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Wildlife Service, other than potential impacts to the burrowing owl and migratory birds.

d) The property is surrounded by the I-215 Freeway, industrial developments, properties planned for industrial development, and roads. As such, the property does not have any wildlife corridor value. Wildlife movement corridors in Western Riverside County are addressed by the conservation requirements specified in the Western Riverside County MSHCP, and the Project site is not identified for conservation or designated as a wildlife movement corridor as part of the MSHCP. Accordingly, the Project site is not considered to be a wildlife movement corridor. Any impacts to local wildlife movement occurring as a result of the proposed Project would be minor and would not rise to the level of significant pursuant to CEQA. The Project has the potential to impact active bird nests if vegetation is removed during the nesting season (February 1 to August 31). Impacts to nesting birds are prohibited by the California Fish and Game Code (CDGC). Although impacts to migratory birds are prohibited by California Fish and Game Code, impacts to migratory birds by the proposed Project would not be a significant impact under CEQA. The migratory birds with potential to nest on the Project site and/or offsite improvement areas would be those that are extremely common to the region and highly adapted to human landscapes (e.g., killdeer, mourning dove). The number of individuals potentially affected by the Project would not significantly affect regional, let alone, local populations of such species. (GLA, 2020b, pp. 41-42) As discussed in Threshold 7(a), the Project has the potential to impact nesting birds if vegetation is removed during the nesting season (February 1 through August 31). Impacts to nesting birds are prohibited by the MBTA and CFGC. With the Project's mandatory compliance with the MBTA, CFGC, and BIO MM-1 and BIO MM-2, which prohibit the removal of any habitat containing an active migratory bird nest, a less than significant impact would occur associated with the Project's potential impacts to migratory birds.

e) GLA surveyed the Project site and offsite improvement areas for potential riparian/riverine areas and vernal pool/seasonal pool habitat, including features with the potential to support fairy shrimp. GLA's evaluation concluded that the Project site and offsite improvement areas do not contain any features that would be considered Riparian/Riverine pursuant to the MSHCP. Feature A (discussed under Threshold f), below) consists of a man-made concrete feature which exhibits a general lack of flow and lack of riparian or wetland/vernal pool habitat. The Project site and offsite improvement areas do not contain riparian habitat, including habitat for least Bell's vireo, southwestern willow flycatcher, or western yellow-billed cuckoo. Furthermore, the Project site and offsite improvement areas do not contain any areas expected to receive freshwater flow or support the transport of water during rainfall events, including any natural streams. In the event that Feature A was to impound sheet flow originating westerly from Harvill Avenue, flows would be expected to overtop Feature A at its onsite terminus due to the lack of a definable outlet. Overtopping flows would then be presumed to sheet flow across and infiltrate the disturbed/ruderal areas within the southeastern portion of the Project site due to the lack of any definable bed, bank, channel, or water line east of Feature A's onsite terminus. GLA's analysis notes that these areas did not exhibit a substantially different plant palette from other disturbed/ruderal areas within the Project site and offsite improvement areas during their field studies, with the exception of tarragon, which was only observed in association with the presumed infiltration area, and a locally dense patch of common sunflower and wild oats. Therefore, pursuant to the definition as provided in Section 2.4 of the MSHCP, Feature A would not be regulated as a Riparian/Riverine area and would not be subject to MSHCP Riparian/Riverine policies under Section 6.1.2 of the Plan. (GLA, 2020b, p. 38) GLA also determined that the Project site and offsite improvement areas do not contain vernal pools as defined by the MSHCP or other ponding habitat with the potential to support listed fairy shrimp. (GLA, 2020b, pp. 38-39)

f) The Project site does not contain any State or federally protected wetlands; therefore, the Project would have no substantial adverse effect on State or federally protected wetlands (GLA, 2020b, p. 41). As depicted on Figure 5-2, *Concrete-Lined Ditch ("Feature "A")*, a single constructed feature (herein referred to as "Feature A") occurs in the approximate center of the Project site and consists of a ten-foot-wide by 243- foot-long by one-foot-deep concrete-lined ditch with vertical concrete side walls. Feature A originates at the western Project boundary at a concrete culvert that runs under Harvill Avenue and terminates within the Property boundary. No signs of water flow were observed by GLA within Feature A and no storm drain or other drainage connection occurs at its terminus. Vegetation within the feature consists entirely of upland non-native weedy species including broad leaf filaree, red stem filaree, Russian thistle, and various non-native upland annual grasses. These upland species are supported by a shallow layer of sediment that has filled in the ditch over time. (GLA, 2020b, p. 10)

There are no upstream drainage features west of Harvill Avenue that discharge into the culvert. A review of aerial photographs from 1967 shows the absence of any drainage feature at the location of the culvert and shows the absence of a drainage at or near the location of the constructed concrete feature. Thus, GLA determined that Feature A does not represent a realigned drainage course or an impoundment of an existing watercourse. (GLA, 2020b, p. 10)

Sometime between 1978 and 1994, as depicted in an aerial photograph from 1994, Feature A was constructed and is visible within the Project site. Across Harvill Avenue to the west, the 1994 aerial depicts the property as a disturbed site, which is a similar condition as the earlier historical aerials and the current condition. Presumably, the culvert and concrete channel within the Project site were constructed to prevent the accumulation of sheet flows from the adjacent property west of Harvill Avenue from potentially flooding the Project site during heavy rain events. (GLA, 2020b, p. 10)

Corps Jurisdiction

There is no Army Corps of Engineers (Corps) jurisdiction associated with the Project site. GLA determined that Feature A was constructed wholly in uplands and is not a realigned drainage course or impoundment of an existing watercourse. Therefore, Feature A is not a jurisdictional water that would be subject to Corps jurisdiction pursuant to Section 404 of the Clean Water Act (CWA). (GLA, 2020b, p. 11)

Regional Water Quality Control Board Jurisdiction

There is no Regional Water Quality Control Board jurisdiction associated with the Project site. As described above, no signs of flow were observed within Feature A and no storm drain or other drainage connection occurs at its terminus. Feature A does not represent a realigned drainage course or an impoundment of an existing watercourse. The concrete-lined feature currently functions as part of the surrounding upland vegetation community. (GLA, 2020b, p. 11)

Santa Ana Regional Basin Plan

Section 3 of the Santa Ana Region Basin Plan (Basin Plan) defines a beneficial use as one of the various ways that water can be used for the benefit of people and/or wildlife. Examples include drinking, swimming, industrial and agricultural water supply, and the support of fresh and saline aquatic habitats. (GLA, 2020b, p. 11) In its current condition, Feature A is vegetated with non-native ruderal vegetation and, consistent with the lack of an upstream drainage course, does not convey flow or discharge capable of maintaining an Ordinary High-Water Mark (OHWM) or other measurable lateral surface flow that would contribute to Municipal, Agricultural, or Industrial uses. Therefore, Feature A does not contribute to any of the identified beneficial uses pursuant to the Basin Plan. Furthermore, its concrete-lined nature, the predominance of non-native ruderal vegetation, and the general lack of flow indicate that Feature A is functionally equivalent to the adjacent uplands in terms of aquatic functions and values. Thus, Feature A would not be subject to regulation by the Regional Board pursuant to Section 401 of the CWA or to the Waste Discharge Requirements of Porter-Cologne. (GLA, 2020b, pp. 11-12)

CDFW Jurisdiction

No CDFW jurisdiction is associated with the Project site. As described above, Feature A is not a realigned drainage course and there is no evidence of historical flows that may have existed at this location. The feature does not convey or impound sufficient water in its current condition to support wetland or riparian habitat or aquatic wildlife, including avifauna; therefore, Feature A does not provide suitable habitat for fish and/or other wildlife. Feature A exhibits conditions consistent with

the surrounding uplands, providing only marginal foraging habitat for upland terrestrial species due to the low vegetative diversity and the constructed nature of the feature. Thus, Feature A would not be subject to the Notification requirements of Section 1602 of the California Fish and Game Code. (GLA, 2020b, p. 12)

g) Other than the SKR HCP and the Western Riverside County MSHCP, which is addressed above, the only local policies or ordinances protecting biological resources within the Project area are Riverside County Ordinance No. 559 (Regulating the Removal of Trees) and the County's Oak Tree Management Guidelines. The Project site does not contain oak trees. Therefore, the Riverside County Oak Tree Management Guidelines are not applicable to the Project. Ordinance No. 559 pertains to parcels or property located above 5,000 feet in elevation. Because the Project site does not reach an elevation of 5,000 feet, Ordinance No. 559 is also not applicable to the Project site. Thus, because the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, no impact would occur as a result of implementation of the Project as proposed on the Project site.

Applicable Regulatory Requirements.

- The Project Proponent is required to comply with Riverside County Ordinance No. 663 (Stephens' Kangaroo Rat Mitigation Fee Ordinance) which requires a per-acre local development and mitigation fee payment prior to the issuance of a grading permit.

- The Project Proponent is required to comply with Riverside County Ordinance No. 810 (Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Fee Program Ordinance), which requires a per-acre local development impact and mitigation fee payment prior to the issuance of a building permit.

- The Project Proponent is required to comply with the MBTA. (Refer to Biological Resources MM-2 for more detail.)

Mitigation:

BIO MM-1: Pre-Construction Surveys for Western Burrowing Owl.
A 30-day pre-construction survey for burrowing owls is required prior to future ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, etc.) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the Project site and/or offsite improvement areas prior to the initiation of ground-disturbing activities, the project proponent shall immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies and will need to coordinate in the future with the RCA and the Wildlife Agencies; this includes the possibility of preparing a Burrowing Owl Protection and Relocation Plan prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure that burrowing owls have not colonized the site since it was last disturbed. If burrowing owls are found, the same coordination described above will be necessary.

Monitoring: Monitoring is required. Prior to the issuance of any grading permits, the results of the pre-construction surveys shall be reviewed by the County Environmental Programs Department (EPD) and/or County Biologist. No grading permits shall be issued by the Riverside County Building & Safety Department until EPD and/or the County Biologist verifies that the pre-construction surveys were satisfactorily completed. If burrowing owls colonize the site prior to initiation of grading activities, the Project Biologist shall be responsible for preparing and implementing a Burrowing Owl Protection and Relocation Plan, which shall be reviewed and approved by EPD and the Wildlife Agencies prior to initiating ground disturbance.

BIO MM-2: Vegetation Clearing Outside of the Migratory Nesting Bird Season (the nesting season generally occurs between February 1 and August 31).
As a condition of a grading permit, a migratory nesting bird survey of all trees to be removed from the site shall be conducted by a qualified biologist within 10 days prior to initiating tree removal or vegetation clearing within 500 feet of a mature tree. A copy of the migratory nesting bird survey results report shall be provided to the Riverside County Environmental Programs Department (EPD). If the survey identifies the presence of active nests, then the qualified biologist shall provide the Riverside County EPD with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impacts. The size and location of all buffer zones, if required, shall be subject to review and approval by the Riverside County EPD and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and Riverside County EPD verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests.

Monitoring: Monitoring is required. A qualified biologist shall conduct a migratory nesting bird survey of all trees within 10 days prior to initiating tree removal or vegetation clearing within 500 feet of a mature tree. The results of the migratory nesting bird survey shall be reviewed and approved by EPD prior to initiating tree removal or ground disturbance within 500 feet of any tree. If nesting birds are identified, the qualified biologist shall establish buffer zones around the active nests and shall mark such buffers with construction fencing. Fencing shall be evaluated on a weekly basis by the qualified biologist, and shall be subject to field inspections by EPD staff during the nesting season, if warranted.

Source(s): Glenn Lukos Associates (11-24-2020)

Figure 5-2

Not to Scale

Concrete-Lined Ditch ("Feature "A")

5.1.5 Cultural Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
8. Historic Resources a. Alter or destroy a historic site?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?	☐	☐	☐	☒

Source: Project Application Materials (HPA, 2020a) (Webb, 2020a); Brian F. Smith and Associates, Phase I Cultural Resources Assessment for the Harvill and Rider Project (BFSA, 2020a); County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standards Scopes of Work (Riverside County, 2009a); California Code of Regulations, Title 14, Chapter 3, § 15064.5 Determining the Significance of Impacts to Archaeological and Historical Resources (CCR 15064.5)

Findings of Fact:

a) In order to determine the presence of any previously recorded historic site on the Project site, Brian F. Smith and Associates (BFSA) conducted a records search at the Eastern Information Center (EIC) at the University of California, Riverside (UCR), for the Project site and an area of one-mile surrounding the Project site. The complete records search results are provided within Appendix B of the Project's Cultural Resources Assessment (*Technical Appendix C* to this MND). (BFSA, 2020a, pp. 3.0-1)

No historic sites or resources are recorded within the boundaries of the Project site. The closest mapped resource, the Colorado River Aqueduct (CRA) is located adjacent to the northern boundary of the Project site and although historic segments of the CRA have been determined eligible for the CRHR and the NRHP, the alignment located just north of the Project site is an actively maintained, buried pipeline with no historic surface elements or character-defining features. Further, the mapped alignment of the CRA is situated within a Metropolitan Water District (MWD) easement and no elements of the CRA would be impacted by the development of the Project site. The second closest resource is the historic alignment of the A.T.& S. F., now owned by the RCTC and used by Metrolink, located to the east of the Project site and paralleling I-215. Historic maps and photographs indicate two spurs were added in the late 1960s which extended from the rail line to the Project site; however, neither of the spurs exist under existing conditions. In conclusion, no historic resources have the potential to be adversely impacted by the Project. (BFSA, 2020a, pp. 3.0-1, 4.0-3, 4.0-4, 4.0-12)

b) As discussed above in Threshold 8.a), no historic resources are located on the Project site or have the potential to be impacted by the Project. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
9. Archaeological Resources a. Alter or destroy an archeological site?	☐	☒	☐	☐
b. Cause a substantial adverse change in the significance of an archeological resource, pursuant to California Code of Regulations, Section 15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Source: Project Application Materials (HPA, 2020a) (Webb, 2020a); Brian F. Smith and Associates, Phase I Cultural Resources Assessment for the Harvill and Rider Project (BFSA, 2020a); County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standards Scopes of Work (Riverside County, 2009a); California Code of Regulations, Title 14, Chapter 3, § 15064.5 Determining the Significance of Impacts to Archaeological and Historical Resources (CCR 15064.5); California Health and Safety Code § 7050.5 (HSC, 1939)

Findings of Fact:

a) BFSA conducted a cultural resources survey for the Project site to locate and record any archaeological resources or archaeological sites identified within the Project's Area of Potential Effect (APE) in compliance with CEQA and following County of Riverside Cultural Resource Guidelines (Draft) (Riverside County, 2009a). BFSA's assessment included an Archaeological Records Search, an intensive pedestrian reconnaissance of the Project site, and outreach to Native American tribes. (BFSA, 2020a, Section 3.0) The County archaeologist also consulted with the Native American tribes.

The EIC records search identified 85 previously recorded cultural resources within one mile of the Project site, and no recorded resources on the Project site. During BFSA's survey of the Project site, no archaeological resources or archaeological sites were identified and BFSA deemed the Project site as negative for the presence of cultural resources. Most of the Project site was previously disturbed in the past by agriculture, previous development, and removal of the late 1960s structures. However,

because it remains unclear whether or not cultural resources have ever existed on the Project site and due to the frequency of recorded cultural resources located near the Project site, the potential exists that previously undiscovered archaeological resources may exist within the APE that may be exposed during the Project's ground-disturbing construction activities. (BFSA, 2020a, pp. 1.0-1, 5.0-1) Implementation of Mitigation Measure CUL MM-1 and CUL MM-2 would reduce impacts to less than significant levels should inadvertent resources be discovered during construction ground disturbance activities. Mitigation Measure CUL MM-1 and CUL MM-2 would create a monitoring program with sufficient detail, including onsite monitors, staff training, and procedures/processes for any inadvertent resources that may be discovered at the Project site. Thus, impacts would be reduced to less than significant levels with mitigation incorporated.

b) As discussed above in Threshold 9.a), the potential exists that previously undiscovered archaeological resources may exist within the APE that may be exposed during the Project's ground-disturbing construction activities. (BFSA, 2020a, pp. 1.0-1, 5.0-1) Implementation of Mitigation Measure CUL MM-1 and CUL MM-2 would reduce impacts to less than significant levels should inadvertent resources be discovered during construction ground disturbance activities. Thus, impacts would be reduced to less than significant levels with mitigation incorporated.

c) The Project site does not contain any known human remains. The Project's mass grading and excavation activities would disturb the entire site and there is a remote potential that human remains may be unearthed during the Project's ground-disturbing construction activities. This same potential for the discovery of human remains occurs on nearly every construction site that disturbs an undeveloped ground surface. If human remains are found on the site, the developer/permit holder or any successor in interest is required by law to comply with State Health and Safety Code Section 7050.5. Compliance with State Health and Safety Code Section 7050.5, as required by law, would reduce impacts to human remains to less than significant levels. Nonetheless, Mitigation Measure CUL MM-3 is provided to further ensure compliance with the mandatory regulatory requirements.

Mitigation:

CUL MM-1: If previously unidentified cultural resources are discovered.
In the event that previously unidentified cultural resources are discovered, the archaeologist shall have the authority to divert or temporarily halt ground disturbance in the area of discovery to allow for the evaluation of potentially significant cultural resources. The archaeologist shall contact the lead agency at the time of discovery. The archaeologist, in consultation with the lead agency and the Native American representative, shall determine the significance of the discovered resources. The lead agency must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the lead agency before being carried out using professional archaeological methods.

Monitoring: CUL MM-1: In the event that previously unidentified cultural resources are discovered, the County Archaeologist shall review and approve the Research Design and Data Recovery Program.

CUL MM-2: Native American Monitoring
Mitigation requires a Native American Monitor to be present during ground disturbing activities associated with this Project. This is required to ensure that in the event unanticipated tribal cultural resources are identified during ground disturbing activities, they will be assessed and handled appropriately. Implementation would ensure that any potential impacts are reduced to less-than significant levels.

Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor.

In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, the Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.

The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

Monitoring: CUL MM-2: Monitoring is required and shall occur by a consulting Native American tribe.

CUL MM-3: If Human Remains Found
If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5.

Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant". The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

Monitoring: Monitoring shall be required if human remains are found pursuant to California Public Resources Code Section 5097.98.

5.1.6 Energy

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
10. Energy Impacts a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Source: Urban Crossroads, Inc., Energy Analysis (Urban Crossroads, Inc., 2020c)

Findings of Fact:

a) Project implementation would result in the conversion of the subject property from its existing condition to a warehouse building. This change in the site's land use would increase the site's demand for energy.

Construction Energy Demands

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. Urban Crossroads calculated that in order to accomplish construction of the Project, the total estimated electricity usage would be approximately 145,914 kWh and the total estimated diesel fuel consumption for on-site equipment would be approximately 78,617 gallons. Construction equipment use of electricity and fuel would be typical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies. (Urban Crossroads, Inc., 2020c, pp. 24-25, Table 4-4, Table 4-4)

CCR Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Construction worker trips (traveling to and from the Project site) for full construction of the proposed Project would result in the estimated fuel consumption of 39,938 gallons of fuel. Additionally, fuel consumption from construction vendor trips (medium and heavy-duty trucks) is calculated to total approximately 334,494 gallons. Refer to the Project's Energy Analysis (*Technical Appendix D*) for additional information. The 2018 Integrated Energy Policy Report (IEPR) released by the California Energy Commission shows that fuel efficiencies

are improving within on and off-road vehicle engines due to more stringent government requirements. (Urban Crossroads, Inc., 2020c, pp. 33-34)

The equipment used for Project construction would be required by law to conform to CARB regulations and California emissions standards. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel. As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. (Urban Crossroads, Inc., 2020c, pp. 27-28)

Operational Energy Demands

Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities). Each are discussed below.

Transportation Energy Demands

Energy that would be consumed by Project-generated traffic is a function of total vehicle miles traveled (VMT) and estimated vehicle fuel economies of vehicles accessing the Project site (Urban Crossroads, Inc., 2020c, p. 29). Vehicular trips and related VMT generated by the operation of the Project would result in an estimated annual fuel demand of 310,295 gallons of fuel assuming that each trip to/from the Project site is a new trip that is not already on the regional roadway network. (Urban Crossroads, Inc., 2020c, p. 34, Table 4-16) Computations for each type of vehicle are contained in Section 4.4 of the Project's Energy Analysis (*Technical Appendix D*)

Fuel would be provided by commercial fuel vendors. Trip generation and VMT generated by the Project would be typical of industrial uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Ed., 2017); and CalEEMod. That is, the Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption. (Urban Crossroads, Inc., 2020c, p. 34)

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) over time (as is the current trend) would likely decrease future gasoline fuel demands per VMT. The location of the Project site proximate to regional and local roadway systems, including the State Highway System, tends to reduce VMT within the region, acting to reduce regional vehicle energy demands (the Project site is located near the I-215 Freeway). The Project would include sidewalks, facilitating and encouraging pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. In compliance with the California Green Building Standards Code, the Project would promote the use of bicycles as an alternative means of

transportation by providing on-site bicycle parking accommodations. As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. (Urban Crossroads, Inc., 2020c, p. 34)

Facility Energy Demands

Long-term operation of the Project is calculated to consume an estimated 1,808,127 kilo-British thermal units (kBTU) a year of natural gas, and 1,020,981 kilowatts (kWh) a year of electricity. Natural gas would be supplied to the Project by SoCalGas; electricity would be supplied by SCE. The Project proposes conventional warehouse uses reflecting contemporary energy efficient/energy conserving designs and operational programs consistent with the California Building Standards Code, Title 24, which would ensure that the Project's energy demands would not be considered inefficient, wasteful, or otherwise unnecessary. The Project site has been planned for industrial development by the County's General Plan and the MVAP for at least 20 years and the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities considered inefficient, wasteful, or otherwise unnecessary. (Urban Crossroads, Inc., 2020c, p. 34)

As supported by the preceding analyses, Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems, and pursuant to the County's Climate Action Plan, R2-CE1, 20% of the Project's energy demand must be provided by renewable sources. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. (Urban Crossroads, Inc., 2020c, pp. 34-35). Impacts would be less than significant.

b) The Project would implement energy-saving features and operational programs, consistent with the reduction measures set forth in the County's Climate Action Plan (CAP). Notably, the Project would comply with CALGreen, as implemented by the County of Riverside. (Urban Crossroads, Inc., 2020c, p. 37) In addition, as part of CAP compliance, the Project is required to offset at least 20% of its energy use by renewables.

As previously discussed, the Project would provide for, and promote, energy efficiencies beyond those required under other applicable federal and State of California standards and regulations, and in so doing would meet or exceed all California Building Standards Code Title 24 standards. Moreover, energy consumed by the Project's operation is calculated to be comparable to, or less than, energy consumed by other industrial uses of similar scale and intensity that are constructed and operating in California due to the increasing stringency of CALGreen requirements. On this basis, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the Project would not cause or result in the need for additional energy producing facilities or energy delivery systems. (Urban Crossroads, Inc., 2020c, p. 37). Impacts would be less than significant.

Applicable Regulatory Requirements.

- The Project is required to comply with CALGreen, including all Nonresidential Mandatory Measures, including but not limited to requirements for bicycle parking, parking for clean air vehicles, charging stations, lighting, water conservation, waste reduction, and building maintenance. The provisions of CALGreen reduce energy use and fossil fuel use.

- Diesel-fueled vehicles at the Project site are required to comply with the CARB idling restriction requirements, which currently restrict vehicles from idling for more than 5 minutes. Prior to building permit final inspection, the County of Riverside will verify that signs are posted in the Project's truck courts specifying the idling restriction requirement.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.7 Geology / Soils

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project directly or indirectly:				
I I. Alquist-Priolo Earthquake Fault Zone or County Fault Hazards Zones a. Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒

Source: Riverside County General Plan Figure S-2 "Earthquake Fault Study Zones (Riverside County, 2015a);" Riverside County GIS Database (RCIT, 2020)

Findings of Fact:

a) There are no known active or potentially active faults on or trending toward the Project site and the Project site is not located within a mapped Alquist-Priolo Earthquake Fault Zone (RCIT, 2020; Riverside County, 2015a, Figure S-2). Because the Project site is not located on a known fault and no known faults are trending towards the Project site, there is no potential for the Project to directly or indirectly expose people or structures to substantial adverse effects related to ground rupture of a known earthquake fault.

Mitigation: No mitigation is required.
Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
12. Liquefaction Potential Zone a. Be subject to seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

Source: Riverside County General Plan Figure S-3 "Generalized Liquefaction" (Riverside County, 2015a); Southern California Geotechnical (SoCalGeo) Geotechnical Investigation (SoCalGeo, 2018a); SoCalGeo, Results of Infiltration Testing (SoCalGeo , 2018b); SoCalGeo, Geotechnical Report Update and Plan Review (SoCalGeo, 2020a)

Findings of Fact:

a) According to the Riverside County GIS database and the County General Plan EIR, the Project site is located in an area containing low to moderate susceptibility to liquefaction hazards (RCIT, 2020). However, SoCalGeo conducted a site-specific liquefaction evaluation in 2018 that identified conditions that are considered to be nonconductive to liquefaction, including near surface soils consisting of medium dense to dense alluvium extending to depth of 50± feet. In addition, groundwater data from the state groundwater data library website indicates that the static groundwater table has historically been present at depths of 79± feet or greater for the nearest well to the Project site. Based on these factors, liquefaction is not considered to be a design concern for the Project. (SoCalGeo, 2018a, p. 11)

As discussed in Threshold 11(b), there are no known or potentially active faults trending toward or through the site and the potential for damage due to direct fault rupture is considered very remote. The site is located in an area of high regional seismicity and the San Jacinto fault is located approximately 8.2 miles northeast of the site (Google Earth Pro, 2020; RCIT, 2020). Ground shaking originating from earthquakes along other active faults in the region is expected to induce lower accelerations due to smaller anticipated earthquakes and/or greater distances to other faults. SoCalGeo concluded that the design of the proposed construction of the Project in conformance with the latest Building Code provisions for earthquake design is expected to provide adequate attenuation of any ground-shaking hazards, including, liquefaction hazards that are typical to southern California (SoCalGeo, 2018a, p. 10). Impacts to seismic related ground failure would be less than significant.

Applicable Regulatory Requirements

- The Project is required by law to comply with the California Building Standards Code which addresses construction standards including those related to geologic and soil conditions.

- As a standard condition of Project approval, the Project will be required to comply with the site-specific recommendations contained in the geotechnical investigation prepared for the Project site by SoCalGeo and dated October 1, 2018 and the Geotechnical Update and Plan Review also prepared by SoCalGeo and dated February 18, 2020 which is included herein as *Technical Appendix E1* and *Technical Appendix E3*. The recommendations cover grading, soil removal, and recompaction activities; building foundation, floor slab, retaining wall, and paving design; shoring of excavations and trenches, and related topics.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	***Less than Significant with Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
Would the project:				
13. Ground-shaking Zone a. Be subject to strong seismic ground shaking?	☐	☐	☒	☐

Source: Riverside County General Plan Figure S-4 "Earthquake-Induced Slope Instability Map," and Figures S-13 through S-21 (showing General Ground Shaking Risk) (Riverside County, 2015a); SoCalGeo, Results of Infiltration Testing (SoCalGeo , 2018b); SoCalGeo, Geotechnical Report Update and Plan Review (SoCalGeo, 2020a); SoCalGeo, Geotechnical Report Update and Plan Review (SoCalGeo, 2020a); County of Riverside Building & Safety Department, "Building Codes" (Riverside County, 2019c)

Findings of Fact:

a) The Project site is located in a seismically active area of southern California that is expected to experience moderate to severe ground shaking during seismic events. This risk is not substantially different than the risk that is experienced by other properties in southern California. The site is located in an area of high regional seismicity; the San Jacinto fault is located approximately 8.2 miles northeast of the site. Ground shaking originating from earthquakes along other active faults in the region is expected to induce lower accelerations due to smaller anticipated earthquakes and/or greater distances to other faults (Google Earth Pro, 2020; RCIT, 2020). SoCalGeo concluded that the design of the proposed Project in conformance with the latest California Building Standards Code

provisions for earthquake design is expected to provide adequate attenuation of ground-shaking hazards that are typical to southern California (SoCalGeo, 2018a, p. 10).

State law requires that all cities and counties in California enforce the building codes as mandated by the California Building Standards Commission. As a mandatory condition of Project approval, the Project's building would be required to be constructed in accordance with currently adopted California Building Standards Code, Riverside County Ordinances, and California Title 24 regulations in effect at the time of building plan submittal. Furthermore, the Project would be required to comply with the site-specific grading and construction recommendations contained within the Project's geotechnical report (*Technical Appendix E1* and *Technical Appendix E3)*, which the County would impose as conditions of Project approval, to further reduce the risk of adverse effects related to strong seismic ground shaking. With the Project's mandatory compliance with these standard and site-specific design and construction measures, potential impacts related to seismic ground shaking would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	***Less than Significant with Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
Would the project:				
I 4. Landslide Risk a. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?	☐	☐	☒	☐

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County General Plan Figure S-5 "Regions Underlain by Steep Slope"(Riverside County, 2015a); Riverside County General Plan - Mead Valley Area Plan, Figure 14, "Mead Valley Area Plan Steep Slope," Mead Valley Area Plan Figure 15, "Slope Instability" (Riverside County, 2016a); Southern California Geotechnical, Geotechnical Investigation (SoCalGeo, 2018a); SoCalGeo, Results of Infiltration Testing (SoCalGeo , 2018b); SoCalGeo, Geotechnical Report Update and Plan Review (SoCalGeo, 2020a)

Findings of Fact:

a) Riverside County does not identify the Project site within an area at risk to landslide or landslide hazard and the site contains slope angles less than 15% (Riverside County, 2016a, Figure 14, Figure 15). The topography of the Project site is generally level and does not contain substantial natural or man-made slopes nor does it contain any substantial cliffs that could cause landslides or rockfall hazards. In addition, the areas surrounding the Project site are relatively flat, and have no hillsides that may have the potential for landslide or rockfall hazards. (Google Earth Pro, 2020)

No manufactured slopes would be constructed as part of the Project, with the exception of small slopes associated with the bioretention basin to be located in the southwest corner of the Project site. The Project would include the construction of a 4:1 (vertical: horizontal) slope on the eastern and southern sides of the bioretention basin and a 2:1 slope on the northern side of the bioretention basin (Webb, 2020a). The slopes would be engineered for long-term stability and would be required to be constructed in accordance with the site-specific recommendations of the Project's geotechnical investigation (*Technical Appendix E1* and *Technical Appendix E3)*. Accordingly, the Project site is located in an area with a low potential for landslides. Development on the subject property would not be exposed to landslide risks, and the Project would not pose a landslide risk to surrounding properties and a less-than-significant impact would occur.

Lateral spreading is primarily associated with liquefaction hazards. As noted in Threshold 12(a), the potential for liquefaction is considered low. The geotechnical evaluation prepared for the Project site also evaluated the potential for collapse and lateral spreading hazards on site, and identifies site-specific recommendations to preclude collapse or lateral spreading hazards. As a standard condition of Project approval, the Project will be required to comply with site-specific recommendations contained in a Project-specific geotechnical report included as *Technical Appendix E1* and *Technical Appendix E3,* which would reduce potential impacts to less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
15. Ground Subsidence a. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?	☐	☐	☒	☐

Source: Riverside County General Plan Figure S-7 "Documented Subsidence Areas Map," (Riverside County, 2019d); Riverside County GIS Database (RCIT, 2020); Southern California Geotechnical, Geotechnical Investigation (SoCalGeo, 2018a); SoCalGeo, Results of Infiltration Testing (SoCalGeo , 2018b); SoCalGeo, Geotechnical Report Update and Plan Review (SoCalGeo, 2020a)

Findings of Fact:

a) According to the Riverside County General Plan and Riverside County GIS, the Project site is located within an area susceptible to subsidence (RCIT, 2020; Riverside County, 2019d, Figure S-7). Based on the conditions that SoCalGeo encountered at subsurface testing locations on the Project site, soil shrinkage due to excavation is expected to be on the order of 10% to 15% for near surface younger alluvium and 5% to 10% for near surface older alluvium (SoCalGeo, 2018a, p. 13). Computations utilizing pressure curves and the recommended allowable soil bearing capacities revealed that the foundation of the building would experience normal (static) settlements and differential settlements of less than 1.0 and 0.5 inches, respectively (SoCalGeo, 2018a, pp. 17-18). In addition, the upper on-site soils possess a very low expansion potential (SoCalGeo, 2018a, p. 12). Notwithstanding, according to the soil infiltration study conducted by SoCalGeo (*Technical Appendix E2*), the very dense, cemented soils in the southwest portion of the site would not be considered suitable for infiltration. The Project would be required to comply with the County of Riverside design guidelines for the proposed stormwater infiltration system; therefore, the Project site would be suitable for stormwater infiltration without increasing the potential of settlement of the proposed warehouse structure. (SoCalGeo , 2018b, p. 5)

   Lastly, the Project site's geotechnical report indicates that the site's settlement potential would be attenuated through the proposed removal of near surface soils down to competent materials and replacement with properly compacted fill (SoCalGeo, 2018a, p. 12). Through standard conditions of approval, the proposed Project would be required by the County to incorporate the recommendations contained within the Project site's geotechnical report into the grading plan for the Project. As such, implementation of the Project would result in less-than-significant impacts associated with ground subsidence.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
16. Other Geologic Hazards a. Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	☐	☐	☐	☒

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County General Plan Figure S-5 "Regions Underlain by Steep Slope", Figure S-9, Special Flood Hazard Areas", Figure S-10," Dam Failure Inundation Zone (Riverside County, 2015a); Riverside County General Plan - Mead Valley Area Plan. Figure 14, "Mead Valley Area Plan Steep Slope," Mead Valley Area Plan Figure 15, "Slope Instability", Mead Valley Area Plan Figure 11, "Mead Valley Area Plan Flood Hazards (Riverside County, 2016a); Riverside County GIS (RCIT, 2020)

Findings of Fact:

a) No steep hillsides subject to mudflow and no volcanoes are located on or near the Project site (Riverside County, 2015a, Figure S-5; Riverside County, 2016a, Figures 14 and 15). With respect to seiches, the nearest body of water to the Project site is Lake Perris, located approximately 3.8 miles northeast of the Project site (Google Earth Pro, 2020). However, according to Riverside County General Plan, the dam inundation areas are located east of I-215 and east of the Project site (Riverside County, 2016a, Figure 11). Therefore, there is no potential for the Project to be subject to hazards associated with seiches, mudflows, and/or volcanic hazards. No impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
17. Slopes	☐	☐	☒	☐

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a. Change topography or ground surface relief features?				
b. Create cut or fill slopes greater than 2:1 or higher than 10 feet?	☐	☐	☒	☐
c. Result in grading that affects or negates subsurface sewage disposal systems?	☐	☐	☐	☒

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County GIS Database (RCIT, 2020); Southern California Geotechnical, Geotechnical Investigation (SoCalGeo, 2018a); SoCalGeo, Results of Infiltration Testing (SoCalGeo , 2018b); SoCalGeo, Geotechnical Report Update and Plan Review (SoCalGeo, 2020a)

Findings of Fact:

a) The Project site is relatively level with topography descending gradually from north to southeast at elevations of ±1503 feet AMSL to ±1517 feet AMSL (SoCalGeo, 2020a, p. 2). Grading would occur over the entire Project site and after grading, elevations would vary across the site between ±1504 through ±1509 AMSL. Impacts resulting in topographic changes would be less than significant.

b) The Project's construction activities would result in a 4:1 (vertical: horizontal) slope on the eastern and southern sides of the bioretention basin and a 2:1 slope on the northern side of the bioretention basin. (Webb, 2020a). The slopes would be engineered for long-term stability and would be required to be constructed in accordance with the site-specific recommendations of the Project's geotechnical investigation.

The proposed grading plan and the creation of manufactured slopes on the Project site would result in less-than-significant impacts to geology and soils because the slopes would be stable and not lead to any geologic or soil hazard. As a standard condition of Project approval, the Project would be required to comply with the site-specific recommendations contained in the geotechnical investigation for the Project site, including recommendations related to site preparation, soil compaction, and manufactured slope design that would minimize potential hazards associated with manufactured slope failure. (SoCalGeo, 2018a, pp. 11-16) As such, the Project would not create a substantial adverse effect associated with changes in topography nor create cut or fill slopes greater than 2:1 or higher than 10 feet. Impacts would be less than significant.

c) The Project site does not contain any operational subsurface sewage disposal systems under existing conditions. The Project site does not serve as a leach field for any off-site properties and has no potential to affect or negate operating subsurface sewage disposal systems. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	***Less than Significant with Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
Would the project:				
18. Soils a. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
b. Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
c. Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Southern California Geotechnical, Geotechnical Investigation (SoCalGeo, 2018a); SoCalGeo, Results of Infiltration Testing (SoCalGeo , 2018b); SoCalGeo, Geotechnical Report Update and Plan Review (SoCalGeo, 2020a); Webb Associates, WQMP (Webb, 2020c) Riverside County Code Chapter 5.72 and Chapter 15.12 (Riverside County, 2019a); Riverside County Ordinance No. 460, Article XV, "Soil Erosion Due to Wind" (Riverside County, 2014); Riverside County Ordinance. No. 484 (as amended through 484.2) for the Control of Blowing Sand (Riverside County, 2000); South Coast Air Quality Management District Rule 403 (SCAQMD, 1995)

Findings of Fact:

a) Erosion has the potential to occur from Project-related construction activities and in the long-term as discussed below. In either case, impacts would be less than significant.

Temporary Construction-Related Activities

Construction of the Project would involve grading, paving, utility installation, building construction, and landscape installation that has the potential to temporarily expose on-site soils that would be subject to erosion during rainfall events or high winds. Pursuant to State Water Resources Control

Board requirements, the Project Applicant is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for construction activities, including proposed grading. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one (1) acre of total land area.

It is the intent of the County of Riverside to comply with directives of the Clean Water Act (CWA) and the requirements of the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer permits (MS4 permit) for the Santa Ana, Santa Margarita, and Whitewater watersheds so as to protect water quality in Riverside County in order to protect the public health, safety, and welfare of the people of the County (Riverside County, 2019a, Chapter 5.72). The County's Municipal Separate Storm Sewer System (MS4) NPDES Permit requires the Project Applicant to prepare a Project-specific Storm Water Pollution Prevention Plan (SWPPP) and submit it to the County of Riverside for approval. During site construction, construction activities shall be designed and constructed to minimize runoff of sediment and all other pollutants onto public properties, other private properties, and into waters of the United States (WOTUS) as required by Riverside County Ordinance No. 754.

Erosion and sediment control measures utilized by the permittee shall not conflict with the requirements of Riverside County Ordinance Nos. 695 and 787. All dischargers who are required to file a Notice of Intent (NOI), under the provisions of the NPDES General Permit No. CAS000002, State Water Resources Control Board Order Number 92-08-DWQ, shall develop and implement a SWPPP, a monitoring program, and a reporting plan as required by the Federal Water Pollution Control Act (Clean Water Act) and implementing regulations promulgated by the U.S. Environmental Protection Agency (USEPA). (Riverside County, 2019a, Chapter 15.12.020). The SWPPP would identify a combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate sediment discharge to surface water from storm water and non-storm water discharges during construction.

In addition, the Project would be required to comply with SCAQMD Rule 403, which would reduce the amount of particulate matter in the air and minimize the potential for wind erosion (SCAQMD, 2005). With mandatory compliance to the requirements identified in the Project's SWPPP, as well as applicable regulatory requirements, the potential for water and/or wind erosion impacts during Project construction would be less than significant.

Long-Term Operational Activities

Following construction, wind and water erosion on the Project site would be less than existing conditions because the Project site would be landscaped and covered with impervious surfaces and surface runoff would be captured and treated by an on-site storm drain system. Therefore, implementation of the Project would result in less long-term erosion and loss of topsoil than under the site's existing conditions.

The County's MS4 NPDES Permit requires the Project Applicant to prepare and submit a Water Quality Management Plan (WQMP) to the County for approval. The Project Specific Preliminary WQMP

identifies an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate sediment discharge to surface water from storm water and non-stormwater discharges.

As discussed below in Threshold 23, the western portion of the Project site (roughly 4.5 acres) is tributary to Lat H-11.1 and will drain to and be treated by a proposed bioretention basin (BMP-B) in the southwest corner; the basin will discharge to Lat H-11.1A before out falling to Lat H-11.1. The easterly portion (roughly 9.5 acres) is tributary to Lat H-12 and will drain to a series of underground polymer-coated corrugated metal pipe (CMP) storage chambers in the truck court and parking areas. One set of chambers will completely contain the water quality volume and pump it into a proposed bioretention area (BMP-A) that is sized using the long-term media filtration rate and required drawdown time. Once the water quality chambers fill, runoff from the eastern portion will be detained in separate increased runoff chambers to be routed to existing flowrates before discharging into proposed Lat H-12. (Webb, 2020c, p. 7)

The bioretention basin would remove waterborne pollutants from storm water flows, including silt and sediment. The basin and its subsurface water quality design features also would facilitate percolation to maximize on-site infiltration and minimize the amount of stormwater – which could, potentially, carry sediment – discharged from the site. These design features would be effective at removing silt and sediment from stormwater runoff, and the WQMP requires post-construction maintenance and operational measures to ensure ongoing erosion protection. Compliance with the WQMP would be required as a condition of Project approval and long-term maintenance of on-site water quality features is required. Therefore, the proposed Project would not result in substantial erosion or loss of topsoil during long-term operation. Impacts would be less than significant.

b) As discussed in Threshold 15(a), based on the conditions encountered at subsurface testing locations on the Project site, soil shrinkage due to excavation is expected to be on the order of 10% to 15% for near surface younger alluvium and 5% to 10% for near surface older alluvium. Computations utilizing pressure curves and the recommended allowable soil bearing capacities revealed that the foundation of the building would experience normal (static) settlements and differential settlements of less than 1.0 and 0.5 inches, respectively. In addition, the upper on-site soils possess a very low expansion potential. Furthermore, the Project site's geotechnical report indicates that the site's settlement potential would be attenuated through the proposed removal of near surface soils down to competent materials and replacement with properly compacted fill. (SoCalGeo, 2018a, pp. 12-13) Through standard conditions of approval, the proposed Project would be required by the County to incorporate the recommendations contained within the Project site's geotechnical report into the grading and building plans for the Project. As such, implementation of the Project would result in less-than-significant impacts associated with expansive soils and would not create substantial risks to life or property.

c) The Project does not propose the use of septic tanks or alternative waste water disposal systems. Accordingly, no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
19. Wind Erosion and Blowsand from project either on or off site. a. Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?	☐	☐	☒	☐

Source: Riverside County General Plan Figure S-8 "Wind Erosion Susceptibility Map (Riverside County, 2015a); Riverside County Ordinance No. 460, Article XV, "Soil Erosion Due to Wind" (Riverside County, 2014); Riverside County Ordinance. No. 484 (as amended through 484.2) for the Control of Blowing Sand (Riverside County, 2000).

Findings of Fact:

a) According to the Riverside County General Plan, the Project site is located in an area with a "Moderate" susceptibility to wind erosion (Riverside County, 2015a, Figure S-8). During construction, existing vegetative cover would be removed from a majority of the subject property, soils would be exposed, and the potential for wind-induced erosion and blowsand would increase as compared to existing conditions. The Project would be required to comply with SCAQMD Rule 403 that requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth-moving, grading, and construction equipment travel on unpaved roads. Following development of the Project, soils on the Project site would be covered with impervious surfaces and landscaping and no longer be as exposed to wind as it is under existing conditions; therefore, wind erosion and loss of topsoil under long-term conditions would be substantially reduced as compared to existing conditions. With mandatory compliance to Rule 403 regulatory requirements, the potential for the Project to result in an increase in wind erosion and blowsand, either on- or off-site, would be less than significant.

Applicable Regulatory Requirements

- The Project is required to comply with the provisions of the SCAQMD Rule 403 "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads. To comply with Rule 403, and prior to grading permit issuance, the County of Riverside shall

verify that notes are specified on the Project's grading plans requiring Rule 403 compliance. Project construction contractors would be required to ensure compliance with the notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. To comply with Rule 403:

- In order to limit fugitive dust emissions, all clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines.
- The construction contractor(s) shall ensure that all disturbed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three (3) times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
- The construction contractor(s) shall ensure that traffic speeds on unpaved roads and the Project site area are reduced to 15 miles per hour or less.

- As a standard condition of Project approval, the Project will be required to comply with the site-specific recommendations contained in the geotechnical investigation prepared for the Project site by SoCalGeo and dated October 1, 2018 which are included herein as *Technical Appendix E* and *Technical Appendix E3*. The recommendations cover grading, soil removal, and recompaction activities; building foundation, floor slab, retaining wall, and paving design; shoring of excavations and trenches, and related topics.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.8 Greenhouse Gas Emissions

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
20. Greenhouse Gas Emissions a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐

Source: County of Riverside Climate Action Plan (Riverside County, 2019f); Riverside County Ordinance No. 859, The Water Efficient Landscape Requirements (Riverside County, 2015c); Urban Crossroads, Inc., Greenhouse Gas Analysis (Urban Crossroads, Inc., 2020d)

Findings of Fact:

a) Pursuant to State CEQA Guidelines Section 15604.4, a lead agency may rely on a qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. The County of Riverside adopted a Climate Action Plan (CAP) in December 2015 and subsequently updated the CAP in November 2019 (Urban Crossroads, Inc., 2020d, pp. 47,49).

The purpose of the CAP Update is to provide guidance on how to analyze GHG emissions and determine significance during the CEQA review of proposed development projects within the County. To address the state's requirement to reduce GHG emissions, the County prepared its CAP Update with the goal of reducing GHG emissions within the County by 49% below "existing" 2008 levels by the year 2030. The County's target is consistent with the AB 32 target and ensures that the County will be providing GHG reductions locally that will complement state efforts to reduce GHG emissions. The County's target is also consistent with the SB 32 target that expands on AB 32 to reduce GHG emissions to 40% below the 1990 levels by 2030. Because the County's CAP Update addresses GHG emissions reductions and is consistent with the requirements of AB 32, SB 32, and international efforts to reduce GHG emissions, compliance with the CAP Update fulfills the description of mitigation found in the State CEQA Guidelines. (Urban Crossroads, Inc., 2020d, p. 52)

The CAP Update identifies a two-step approach in evaluating GHG emissions. First, a screening threshold of 3,000 MTCO2e/yr is used to determine if additional analysis is required. Projects that exceed the 3,000 MTCO2e/yr will be required to quantify and disclose the anticipated GHG emissions then either 1) demonstrates GHG emissions at project buildout year levels of efficiency and includes project design features and/or mitigation measures to reduce GHG emissions or 2) garner 100 points through the Screening Tables. Projects that garner at least 100 points (equivalent to an approximate 49% reduction in GHG emissions) are determined to be consistent with the reduction quantities anticipated in the County's GHG Technical Report, and consequently would be consistent with the CAP Update. As such, projects that achieve a total of 100 points or more are considered to have a less than significant individual and cumulative impact on GHG emissions. (Urban Crossroads, Inc., 2020d, p. 41)

The methodology used to calculate the Project's GHG emissions would tend to overstate the amount of GHG that would actually be emitted by the Project, and is described in detail in Technical Appendix F. The Project would result in approximately 1,121.82 (53.08 + 0.02 + 423.53 + 51.25 + 165.94 + 428.00 = 1,121.82) MTCO2e per year from construction, area, energy, waste, and water usage. In addition, the Project has the potential to result in an additional 2,886.79 (683.83 + 2,202.96 = 2,886.79) MTCO2e per year from mobile sources if the assumption is made that all of the vehicle trips to and from the Project site are "new" trips resulting from the development of the proposed Project, and vehicles would idle for 15 minutes as compared to 5 minutes as regulated by California's anti-idling regulations. As summarized in Table 5-6 *Total Annual Project Greenhouse Gas Emissions,* the annual GHG emissions associated with the Project are estimated to be 4,008.62 MTCO2e/yr. Therefore, the proposed Project would exceed the County's screening threshold of 3,000 MTCO2e/yr. Thus, the Project would have the potential to result in a cumulatively considerable impact with respect to GHG emissions. (Urban Crossroads, Inc., 2020d, p. 51)

Table 5-6 Total Annual Project Greenhouse Gas Emissions

Emission Source	Emissions (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2e
Annual construction-related emissions amortized over 30 years	52.88	0.01	0.00	53.08
Area Source	0.02	6.00E-05	0.00	0.02
Energy Source	421.80	0.02	4.55E-03	423.53
Mobile Source (Passenger Car)	683.40	0.02	0.00	683.83
Mobile Source (Truck)	2,202.33	0.03	0.00	2,202.96
On-Site Equipment	50.84	0.02	0.00	51.25
Waste	66.98	3.96	0.00	165.94
Water Usage	345.98	2.54	0.06	428.00
Total CO_2e (All Sources)	**4,008.62**			

Source: CalEEMod output, See Appendices 3.1 through 3.3 for detailed model outputs.
(Urban Crossroads, Inc., 2020d, Table 3-6)

Because the Project could potentially emit up to 4,008.62 MTCO2e pe year, which would exceed the CAP's initial screening threshold of 3,000 MTCO2e, the Project's level of GHG emissions represent a cumulatively-considerable impact that requires mitigation in the form of CAP compliance. After a review of the screening tables, Urban Crossroads determined that the Project as designed would garner 104 points. Further, the Project would be required to be constructed utilizing the measures described in the table below to garner 104 points for CAP compliance. See Table 5-7, *CAP Consistency - Industrial* Use. Therefore, because the Project as designed demonstrates at least 100 points through the CAP Screening Tables, the Project's impacts would be less than significant. (Urban Crossroads, Inc., 2020d, pp. 2, 51)

Table 5-7 CAP Consistency - Industrial Use

Feature	Description	Points
EE10.A.2 Windows	Enhanced Window Insulation (0.32 U-factor, 0.25 SHGC)	5
EE10.A.4 Air Infiltration	Blower Door HERS Verified Envelope Leakage or equivalent	6
EE10.A.5 Thermal Storage of Building	Enhanced Thermal Mass (20% of floor or 20% of walls 12'' or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials)	4
EE10.B.2 Space Heating/Cooling Equipment	Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF)	4
EE10B.4 Water Heaters	Improved Efficiency Water Heater (0.675 Energy Factor)	8
EE10.B.5 Daylighting	All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.)	1
EE10.B.6 Artificial Lighting	Efficient Lights (25% of in-unit fixtures considered high efficiency. High efficiency is defined as 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40 watt)	5
W2.D.1 Water Efficient Landscaping	Only low water using plants	3
W2.D.2 Water Efficient Irrigation Systems	Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water)	3
W2.E.2 Toilets	Waterless Urinals (note that commercial buildings have both waterless urinals and high efficiency toilets will have a combined point value of 6 points)	3
W2.E.3 Faucets	Water Efficient faucets (1.28 gpm)	2
W2.F.1 Recycled Water	Graywater (purple pipe) irrigation system on site	5
T3.A.2 Car/Vanpools	Car/vanpool program	1
	Car/vanpool program with preferred parking	2
T3.A.3 Employee Bicycle/Pedestrian Programs	Complete sidewalk to residential within ½ mile	1
	Bike lockers and secure racks	1
T1.F.1 Parking	Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles.	1
T2.B.1 Sidewalks	Provide sidewalks on both sides of the street	1
T4.B.1	Provide circuit and capacity in garages/parking areas for installation of EV charging stations	16[1]
Electric Vehicle (EV) Recharging	Install EV charging stations in garages/parking areas	32[2]
	TOTAL POINTS EARNED BY COMMERCIAL/INDUSTRIAL PROJECT	***104***

[1] The Project is anticipated to include 8 circuit and capacity areas. Per the Screening Tables, each area is 2 points.

[2] The Project is anticipated to include 4 electric vehicle charging stations. Per the Screening Tables, each station is 8 points.

(Urban Crossroads, Inc., 2020d, Table ES-2)

b) The Project's consistency with AB 32, SB 32, and the County's CAP are discussed below. It should be noted that the Project's consistency with the SB 32 (2017 Scoping Plan) also satisfies consistency with AB 32 since the 2017 Scoping Plan is based on the overall targets established by AB 32. Consistency with the 2008 Scoping Plan is not necessary, since the target year for the 2008 Scoping Plan was 2020, and the Project's buildout year is after 2020. As such, the 2008 Scoping Plan does not apply and consistency with the 2017 Scoping Plan is relevant. Project consistency with SB 32 and County's CAP is evaluated in the following discussion. (Urban Crossroads, Inc., 2020d, p. 53)

SB32/2017 Scoping Plan Consistency

The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Table 3-8 in *Technical Appendix F* summarizes the Project's consistency with the 2017 Scoping Plan. As summarized, the Project would not conflict with any of the provisions of the Scoping Plan and in fact supports seven of the action categories. Therefore, the Project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project. Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40% below 1990 levels by 2030. (Urban Crossroads, Inc., 2020d, Table 3-8, pp. 53-58)

Applicable Regulatory Requirements:

- The Project is required to comply with the California Green Building Standards Code (CALGreen), including all Nonresidential Mandatory Measures, including but not limited to requirements for bicycle parking, parking for clean air vehicles, charging stations, lighting, water conservation, waste reduction, and building maintenance. The provisions of CALGreen reduce energy use and fossil fuel use, which reduce greenhouse gas emissions.

- In compliance with the County's Climate Action Plan, prior to issuance of a building permit, the Project Applicant shall provide documentation to the County of Riverside Building Department demonstrating implementation of Climate Action Plan measure R2-CE1, which requires on-site renewable energy production to offset 20% of the building's energy demand.

Mitigation: Mitigation is required to ensure compliance with the County of Riverside CAP Update. With the implementation of GHG MM-1, the Project would surpass 100 points in the County's CAP Screening Table which would make the Project consistent with the reduction quantities anticipated in the County's GHG Technical Report, and consequently would be consistent with the County's CAP. In addition, GHG MM-2 is required that will ensure compliance with CAP measure R2-CE1, which includes on-site renewable energy production.

GHG MM-1: The Project shall implement CAP Screening Table Measures providing for a minimum 100 points per the County Screening Tables. The County shall verify incorporation of the identified Screening Table Measures within the Project building plans and site designs prior to the issuance of building permit(s) and/or site plans (as applicable).

GHG MM-2: Prior to issuance of a building permit, the Project Applicant shall provide documentation to the County of Riverside Building Department demonstrating implementation of CAP measure R2-CE1, which includes on-site renewable energy production.

Monitoring: Monitoring is required as part of the building permit process.

5.1.7 Hazards and Hazardous Materials

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
21. Hazards and Hazardous Materials a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	☐	☐	☐	☒
d. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?	☐	☐	☒	☐
e. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Arcadis Phase I Environmental Site Assessment (Apex, 2019a); Department of Substances Control (DTSC, 2020); Google Earth Pro (Google Earth Pro, 2020); Riverside County Ordinance No. 651 as Amended through 651.4, Requiring Disclosure of Hazardous Materials and the Formulation of Business Emergency Plans (Riverside County, 2009a)

Findings of Fact:

a) During Project construction, heavy equipment (e.g., dozers, excavators, tractors) would be operated on the subject property during the construction phases of the Project. The heavy equipment would likely be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites and there would be no greater risk for improper handling, transportation, or spills associated with the proposed Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), SCAQMD, and Santa Ana RWQCB. With mandatory compliance with applicable hazardous materials regulations, the Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase, and impacts would be less than significant.

   Pertaining to long-term operation, the future occupant(s) of the Project's proposed building is unknown at this time; however, the building would be developed with one (1) warehouse building. Allowable land uses would be governed by the site's zoning designations of M-H and M-SC. Although unlikely, it is possible that hazardous materials could be used during the course of a future occupant's daily operations. State and federal Community-Right-to-Know laws allow the public to access information about the amounts and types of chemicals in use at local businesses. Regulations also are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that occupies the building on the Project site and that handles hazardous materials (as defined in California Health and Safety Code Section 25500) will require permits from the Riverside County Department of Environmental Health (DEH) in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the Riverside County Fire Department and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Emergency Plan (HMBEP). A HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and State Community Right-To-Know laws and to provide detailed information for use by emergency responders.

   If businesses that use or store hazardous materials occupy the Project site, the business owners and operators would be required to comply with all applicable federal, State, and local regulations to

ensure proper use, storage, use, emission, and disposal of hazardous substances (as described above). With mandatory regulatory compliance, the Project is not expected to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. In addition, the Project would be required to comply with Riverside County Code Chapter 8.64, which establishes development and performance standards, as well as reporting and permitting requirements for the use, handling, storage, and transportation of hazardous materials. Thus, impacts would be less than significant and no mitigation is required.

b) A Phase I Environmental Site Assessment (ESA) was prepared for the Project site by Apex and is included as *Technical Appendix G1*. Based on reviewed historical aerial photographs and topographic maps related to the Project site, Apex determined that the site was mainly undeveloped, with the exception of a grain milling operation located in the southeast portion of the site since 1968. In the fall of 2019, the former grain milling operation facilities were demolished. No evidence of prior agricultural use of the site was identified on historical aerial photographs and topographic maps. Surrounding land remained mostly undeveloped, except for streets, railroad tracks, and I-215. By 1985, a lumber yard was developed north of the site and by 1989, a plastic pipe manufacturer was developed south of the site. Commercial property appeared to the east of the Project site by 1994 and between 2006 and present day, light industrial, commercial, and residential properties were developed near the Project site. The Project site also contained two 10,000-gallon diesel Underground Storage Tanks (USTs) that were removed in 1998. Impacted soil was noted to approximately 95 feet below ground surface (bgs); however, groundwater on the site is approximately 120 feet bgs and since the area was capped with asphalt and/or concrete, the impacted soil was determined not to be an environmental concern and the Riverside County Department of Environmental Health issued a case closure without requiring remediation (Apex, 2019a, pp. 4-8 and 4-9). For these reasons, handling of on-site soils during Project construction would not expose people or the environment to a significant hazard, and impacts are determined to be less than significant.

Under existing conditions, the site consists of undeveloped land and there are no structures or paved roads located on the site. At the time of Apex's site reconnaissance, there remained a pile of crushed concrete (approximately 300 cubic yards), three piles of packaged railroad spurs, a covered roll-off bin filled with demolition waste, and a Caterpillar Loader in the location of the former milling operation that was removed from the site in 2019. All of these items were waiting to be hauled off the property. No evidence of petroleum products, existing USTs or Above-Ground Storage Tanks (ASTs), Polychlorinated biphenyls (PCBs), unusual odor, drums, wells, existing septic systems, stressed vegetation, pits, ponds, or lagoons were found on the Project site. Apex also determined that there are no recognized environmental conditions (REC) present on the site under existing conditions (Apex, 2019a, p. 5-1). For these reasons, handling of on-site soils during Project construction would not expose people or the environment to a significant hazard, and impacts are determined to be less than significant.

c) The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. Under long-term operational conditions, the proposed Project would be required to maintain adequate emergency access for emergency vehicles on-site as required by the County. Furthermore, the Project would not result in a substantial alteration to the design or capacity of any existing public road that would impair or interfere with the implementation of evacuation procedures. Because the Project would not interfere with an adopted emergency response or evacuation plan, no impact would occur.

d) The nearest school site facility to the Project site is the Val Verde School District administration building located at 975 Morgan Street roughly 1,045 feet northeast of the Project site. It is noted that no school child education or activities involving school children occur at the Val Verde School District administrative building; the nearest location where school children education and activities occur is at the Val Verde High School, which is located further north of the administrative building and further from the Project site.

As discussed in Threshold 21(a) and (b), as with any business, the transport of hazardous substances or materials to and from the Project site during construction and long-term operational activities would be required to comply with applicable federal, State, and local regulations to preclude substantial public safety hazards. Accordingly, there would be no potential for existing or proposed schools to be exposed to substantial safety hazards associated with the routine transport of hazardous substances or materials to and from the Project site. Further, most of the Project's traffic will use I-215, and have little or no reason to travel on local roads east of I-215 near the Val Verde High School. Thus, impacts would be less than significant. Also, refer to the Air Quality Threshold for analysis pertaining to human health risks associated with air pollutant emissions, including risks to the maximally exposed school child located more than 0.25 mile from the Project site.

e) The Project site is not listed on the Hazardous Waste and Substances Sites List produced by the DTSC, which is referred to as "EnviroSource" (DTSC, 2020). As part of the Phase I ESA, Apex reviewed regulatory databases and available agency files and records for the site. To determine whether the Project site is identified as a hazardous materials site pursuant to Government Code Section 65962.5, an American Society for Testing and Materials (ASTM) radius search was performed by Environmental Data Resources (EDR) regulatory database record search, which obtains updated environmental database information from *Standard Federal, State, and Tribal Environmental Record Sources.* The EDR regulatory database record search determined that the location of the Project site is listed in six of the hazardous materials databases searched for a bulk storage of organic solids and stormwater discharge monitoring; however, the Riverside County of Department of Environmental Health issued a case closure without requiring remediation based on: low levels of gasoline constituents, low depth of contamination, and the proposed capping of contaminated soil with asphalt and concrete. Accordingly, the impacted soil was determined to not be an environmental concern. EDR's report identified several properties within the search radius; however, based on their listing for tracking purposes only, distance from the site, hydraulic location with respect to groundwater flow, regulatory oversight, and/or case closure, the off-site properties are unlikely to represent a concern of

environmental impairment or a vapor encroachment condition to the site. Therefore, impacts would be less than significant. (Apex, 2019a, pp. 4-5 through 4-7)

Mitigation: No mitigation is required.
Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
22. Airports a. Result in an inconsistency with an Airport Master Plan?	☐	☐	☒	☐
b. Require review by the Airport Land Use Commission?	☐	☐	☒	☐
c. For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
d. For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

Source: Riverside County General Plan Figure S-20 "Airport Locations" (Riverside County, 2015a); Riverside County GIS Database (RCIT, 2020); Project Application Materials (HPA, 2020a) (Webb, 2020a); March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (RCALUC, 2014); County of Riverside Airport Land Use Commission Staff Report dated May 14, 2020, Case Number ZAP1407MA20 (RCALUC, 2020a); County of Riverside Airport Land Use Commission, Airport Land Use Commission (ALUC) Development Review Consistency Letter, dated June 4, 2020 (RCALUC, 2020b) Aeronautical Study No. 2020-AWP-2286-OE, Issued Date 04/08/2020 (FAA, 2020a)

Findings of Fact:

a) The Project site is located approximately 11,468 feet (2.1 miles) southerly of Runway 14-32 at the MARB. The Project site is located within "Compatibility Zone C2" of the MARB Influence area and is therefore subject to the MARB Land Use Compatibility Plan (ALUCP). Within Compatibility Zone C2, non-residential intensity is restricted to 200 people per average acre and 500 people per single acre,

and hazards to flights are prohibited (RCALUC, 2014, Table MA-2). The Project was considered and conditionally approved by the ALUC on May 14, 2020. The ALUC Staff report concluded that the Project is conditionally consistent with the MARB ALUCP and the Project does not entail any uses prohibited or discouraged in Compatibility Zone C2. Therefore, impacts are less than significant.

b) The Project was considered and conditionally approved by the ALUC on May 14, 2020. The ALUC Staff report concluded that the Project is conditionally consistent with the MARB ALUCP and the Project does not entail any uses prohibited or discouraged in Compatibility Zone C2. The ALUC's conditions are listed below as regulatory requirements applicable to the Project (RCALUC, 2020a). With the ALUC conditions of approval, the Project is consistent with the ALUCP and would not create a hazard. Therefore, impacts are less than significant.

c) Refer to the response above to Threshold 22.b). In addition, the Project Proponent voluntarily submitted Form 7460-1 for review by the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) and the FAA OES issued a Determination of No Hazard to Air Navigation Letter for Aeronautical Study No. 2020-AWP-2286-OE on April 8, 2020. The FAA OES conditions are incorporated into the ALUC's list of recommended conditions. (RCALUC, 2020a, p. 3) (FAA, 2020a) Therefore, impacts are less than significant.

d) There are no private airport facilities or heliports within the vicinity of the Project site (Google Earth Pro, 2020). As such, the Project would not result in a safety hazard for people residing or working in the Project area associated with private airports or heliports, and no impact would occur.

<u>Applicable Regulatory Requirements</u>

The following are requirements issued by the ALUC:

- Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
- The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan:
    - Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
    - Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
    - Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
    - Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

- The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor non-residential uses; and hazards to flight. Children's schools are discouraged.
- The "Notice of Airport in Vicinity" included in the May 14, 2020 County of Riverside Staff Report shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
- The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, they would require subsequent Airport Land Use Commission review: Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.
- The proposed drainage basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
- March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
- The proposed Project has been evaluated for 286,995 square feet of warehouse area and 48,000 square feet of office area. Any increase in building area or change in use other than for office, manufacturing, and/or warehousing uses will require an amended review by the Airport Land Use Commission.
- Not more than 24,000 square feet of office area (two floors combined) shall be located within any single-acre area of the building. Office areas on each floor shall maintain a minimum separation of 210 feet from each other. Mezzanine office areas may directly overlie first floor office areas, provided that the single-acre office area maximum of 24,000 square feet is not exceeded.
- For the installation of solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by MARB.
- The Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2020-AWP-2286-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a

voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460- 1 L Change 2 and shall be maintained in accordance therewith for the life of the project.

- The proposed structure shall not exceed a height of 50 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 1,560 feet above mean sea level.
- The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
- The coordinates, frequencies, and power specified in the Determination of No Hazard to Air Navigation letter dated April 8, 2020 shall not be amended without further review by the Federal Aviation Administration Obstruction Evaluation Service.
- Temporary construction equipment used during actual construction of the structure(s) shall not exceed 50 feet in height and a maximum elevation of 1,560 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
- Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.8 Hydrology/Water Quality

	Potentially Significant Impact	***Less than Significant with Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
Would the project:				
23. Water Quality Impacts a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	☐	☐	☒	☐
d. Result in substantial erosion or siltation on-site or off-site?	☐	☐	☒	☐
e. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	☐	☐	☒	☐
f. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
g. Impede or redirect flood flows?	☐	☐	☒	☐
h. In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	☐	☐	☒	☐
i. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County General Plan Figure S-9, "Special Flood Hazard Areas", Figure S-10," Dam Failure Inundation Zone" (Riverside County, 2015a); Riverside County General Plan - Mead Valley Area Plan, Figure 14, "Mead Valley Area Plan Steep Slope," Mead Valley Area Plan Figure 15, "Slope Instability", Mead Valley Area Plan Figure 11, "Mead Valley Area Plan Flood Hazards" (Riverside County, 2016a); Riverside County Ordinance 754, Establishing Stormwater/Urban Runoff Management and Discharge Controls (Riverside County, 2006); Regional Water Quality Control Board Santa Ana Region Basin Plan (RWQCB, 2019); Riverside County GIS (RCIT, 2020); Google Earth Pro (Google Earth Pro, 2020); SCAQMD, Rule 403, Fugitive Dust (SCAQMD, 1995); Webb

Associates, Preliminary Drainage Study (Webb, 2020b); Project Specific Water Quality Management Plan (Webb, 2020c); California Department of Water Resources, Sustainable Groundwater Management Act 2019 Basin Prioritization Process and Results; (DWR, 2019); California Department of Water Resources "Groundwater Sustainability Plans" (DWR, 2020): Eastern Municipal Water District, West San Jacinto Groundwater Management Plan 2018 Annual Report (EMWD, 2019)

Findings of Fact:

a) The analysis below evaluates the Project's potential to violate any water quality standards, waste discharge requirements or otherwise substantially degrade surface or ground water quality during Project construction and operation.

Construction-Related Water Quality

Construction of the Project would involve grading, paving, utility installation, building construction, and landscaping installation; all of these activities would have the potential to generate water-borne pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to affect water quality. As such, short-term water quality impacts have the potential to occur during the Project's construction in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB and Riverside County Ordinance No. 754, prior to the commencement of construction activities, the Project would be required to obtain coverage under the State of California NPDES General Construction Storm Water Permit. The NPDES permit is required for all projects that include construction activities, such as clearing, soil stockpiling, grading, and/or excavation that disturb at least one (1) acre of total land area. In addition, the Project would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program. Compliance with the NPDES permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a SWPPP for construction-related activities, including grading. The SWPPP will specify the Best Management Practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern – including silt/sediment – are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Examples of BMPs that could be used during Project construction include, but are not restricted to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip-rap, and soil stabilizers/hydroseeding.

Mandatory compliance with the SWPPP will ensure that the Project does not violate any water quality standards or waste discharge requirements during short-term construction activities. Therefore, water quality impacts associated with short-term construction activities would be less than significant and no mitigation would be required.

Post-Development Water Quality

The 2010 Santa Ana MS4 Permit requires that Low Impact Development (LID) Retention BMPs be used unless it can be shown that those BMPs are infeasible. Therefore, LID Bioretention/Biotreatment BMPs were incorporated into the site design to fully address all Drainage Management Areas (DMAs) of the Project site (Webb, 2020c, pp. 9, 15, 18).

The existing Project site drains east towards the existing Master Drainage Plan (MDP) Lateral H-12 culvert under I-215; however, per the MDP, the site is tabled to drain 40% of the site to H-11.1. As depicted on Figure 5-3, *Post Construction BMP Exhibit*, onsite flows generated by the proposed Project will be conveyed through the site using curb and gutter, inlets, and minimal storm drain. The site is separated into two watersheds; the Project would discharge onsite runoff to H-11.1 and H-12 in roughly the same proportions as the MDP. (Webb, 2020c, p. 6)

The western portion of the Project site (roughly 4.5 acres) is tributary to Lat H-11.1 and will drain to, and be treated by a proposed bioretention basin (BMP-B) in the southwest corner; the basin will discharge to Lat H-11.1A before out falling to Lat H-11.1. The easterly portion (roughly 9.5 acres) is tributary to Lat H-12 and will drain to a series of underground polymer-coated corrugated metal pipe (CMP) storage chambers in the truck court and parking areas. One set of chambers will completely contain the water quality volume and pump it into a proposed bioretention area (BMP-A) that is sized using the long-term media filtration rate and required drawdown time. Once the water quality chambers fill, runoff from the eastern portion will be detained in separate increased runoff chambers to be routed to existing flowrates before discharging into proposed Lat H-12. (Webb, 2020c, p. 7)

The Project is in a hydrologic condition of concern (HCOC) exemption area. However, the Project site does not discharge to a County drainage facility that is improved downstream. All high flows generated by the Project will be routed down to existing condition flowrates. The area tributary to H-11.1 did not produce an increase in peak flow nor volume for the 2-year to 100-year, 24-storm events; this area will release runoff unrestricted (a private flapgate will be provided onsite to prevent a backwater condition into the basin). However, the area tributary to H-12 produced higher runoff for the same storm events. The runoff will be less than the existing condition by detaining runoff in the high flow mitigation chambers and restricted through an orifice vault structure. (Webb, 2020c, p. 7)

Pursuant to the County's NPDES permit and in accordance with the Riverside County Code Section 13.12.060(C), the Project would be required to prepare and implement a site-specific Preliminary WQMP. The WQMP is a site-specific, post-construction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters, under long-term conditions via BMPs. Implementation of the WQMP ensures on-going, long-term protection of the watershed basin. Prior to issuance of grading permits and/or building permits for the Project site, the County of Riverside requires that a site-specific WQMP be prepared for projects. Because compliance with an applicable WQMP is a required condition of approval for all development proposals and long-term maintenance of on-site water quality features would be required by the County to ensure their long-term effectiveness, compliance with the site-specific WQMP would ensure that water quality impacts associated with post-development at the Project site and long-term operation of the Project would be less than significant. Therefore, long-term use of the Project site as a warehouse facility would not violate any water quality standards or waste discharge requirements and impacts would be less than significant.

The Project Applicant also would be required to demonstrate compliance with the NPDES program, which requires certain land uses (e.g., industrial uses) to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program, unless an exemption has been granted. On April 1, 2014, the California State Water Resources Control Board adopted an updated new NPDES permit for storm water discharge associated with industrial activities (referred to as the "Industrial General Permit"). The new Industrial General Permit, which is more stringent than the prior Industrial General Permit, became effective on July 1, 2015. The new NPDES Industrial General Permit requires the preparation of a SWPPP for operational activities and the implementation of a long-term water quality sampling and monitoring program unless an exemption is granted. Mandatory compliance with the NPDES Industrial General Permit would further reduce water quality impacts during long-term operation of the Project to below significant levels.

b) The Project would not install any water wells; therefore, the Project would not directly extract groundwater from the Perris North Groundwater Basin. Notwithstanding, as shown on Figure 3-2, the Project would install impervious surfaces on the site and the increase the impervious surface cover to approximately 85.4% of the site, which could reduce the amount of water percolating down into the groundwater basin that underlies the Project area. However, the bioretention basin and storm drain system that are incorporated into the site design to fully address all management areas, would minimize potential adverse effects related to groundwater recharge. Therefore, with buildout of the Project, the local groundwater levels would not be adversely affected and impacts to groundwater supplies and recharge would be less than significant.

c) Under existing conditions, the site drains to the east into an existing culvert under the RCTC/Metrolink railway and I-215. There is a large area tributary to the future Seaton Basin per the Perris Valley Area Master Drainage Plan (PVMDP). Under existing conditions, these flows drain over a low point in Harvill Avenue to the north of the Project site. All offsite flows will cross Harvill Avenue at the low point and make their way northeast through a series of culverts under the RCTS/Metrolink railway, the associated railroad spur, and I-215. The Perris Valley MDP tributary boundary runs through the middle of Project site and 40% of the site (roughly 6.0 acres) is tabled to drain to H-11.1 and the remaining 60% (roughly 8.4 acres) will drain to H-12. T (Webb, 2020b, p. 1-1)

   The Project would add one building, parking lots, and associated landscaping to the site. As depicted on Figure 5-4, *Proposed Conditions Hydrology Map*, onsite flows generated by the proposed Project will be conveyed through the site using curb and gutter and minimal subsurface storm drain. The Project site is separated into two tributary areas. The western portion of the site (roughly 4.5 acres) is tributary to Lat H-11.1 and will drain to and be treated by a proposed bioretention basin in the southwest corner; the basin will discharge to Lat H-11.1A before out falling to Lat H-11.1. The existing imperviousness of the Lat-H11.1 tributary area is currently 65% and surrounded by open space; the existing condition runoff flowrates and volumes are slightly higher than the proposed condition. No routing will need to be completed for the proposed Lat-H11.1 tributary area. (Webb, 2020b, p. 1-2)

   The easterly portion (roughly 9.5 acres) is tributary to Lat H-12 and will drain to a series of underground polymer-coated CMP storage chambers in the truck court and parking areas. One set of

chambers will completely contain the water quality volume and pump it into a proposed bioretention area that is sized using the long-term media filtration rate and required drawdown time. Once the water quality chambers fill, runoff from the eastern portion will be detained in separate increased runoff chambers to be routed to existing flowrates before discharging into proposed Lat H-12. (Webb, 2020b, p. 1-2)

The Project's design shows construction of an offsite storm drain (Lat H-11.1B) to connect the existing catch basins in Harvill Avenue to PVMDP Lateral H-11.1 and design flexibility for backwater conditions from Lat H-11.1 during extreme intensity peak flow periods since the slope of Lat H-11.1 is incredibly limiting. The proposed Lateral H-11.1A design will provide a private flapgate onsite to prevent a backwater condition from H-11.1 into the southwest basin. The Project's drainage design will provide emergency escapes that flood protect the building. For the easterly portion, the runoff will exit east through slots in the truck court's easterly screen wall at an elevation 1505.5 (NAVD88). For the westerly site, the runoff will exit into Harvill Avenue from the proposed drainage swale/storm drain, or it will overtop the southwest basin and continue east along Rider Street (Webb, 2020b, p. 1-2). Refer to the Project's WQMP Section 3.0, Hydraulic Analysis, for supplemental detail of the Project's hydrology.

The Project's Plot Plan application materials, which include a Conceptual Grading Plan and that are on file with the County of Riverside Planning Department at 4080 Lemon Street, 12th Floor, Riverside, California, 92502 are hereby incorporated by reference pursuant to CEQA Guidelines § 15150; these plans show the details of the Project's storm water and water quality infrastructure system. (Webb, 2020a) Because the Project would not substantially alter the existing drainage pattern of the site or area, impacts would be less than significant.

d) Implementation of the Project has the potential to result in soil erosion and/or siltation on -or off-site. The analysis below summarizes the likelihood of the Project to result in substantial soil erosion during temporary construction activities and under long-term operation of the Project.

Temporary Construction-Related Activities

Grading and construction activities on the Project site would expose underlying soils and disturb surficial soils on the Project site. Exposed soils would be subject to erosion during rainfall events or high winds due to the removal of stabilizing vegetation and exposure of these erodible materials to wind and water. Pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain a NPDES permit for construction activities, including proposed grading. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one (1) acre of total land area. The County's Municipal Separate Storm Sewer System (MS4) NPDES Permit requires the Project Applicant to prepare and submit to the County for approval a Project-specific SWPPP. The SWPPP will identify a combination of erosion control and sediment control measures (i.e., BMPs) to reduce or eliminate sediment discharge to surface water from stormwater and non-storm water discharges during construction. In addition, proposed construction activities would be required to comply with SCAQMD Rule 403, which would reduce the amount of particulate matter in the air and minimize the

potential for wind erosion. Rule 403 requires that certain construction practices be followed that limit dust and dirt from leaving the construction site. For example, no dust is allowed to be visible in the air beyond the property line of the construction site, and no dirt is allowed to be tracked out of the site by more than 25 feet. With mandatory compliance to the requirements noted in the Project's SWPPP, as well as mandatory compliance to applicable regulatory requirements including but not limited to SCAQMD Rule 403, the potential for water and/or wind erosion impacts during Project construction would be less than significant and mitigation is not required.

Long-Term Operational Activities

Following construction, wind and water erosion on the Project site would be minimal because the areas disturbed during construction would be landscaped or covered with impervious surfaces and drainage would be controlled through a storm drain system. Furthermore, the County's MS4 NPDES Permit requires the Project Applicant to prepare and submit to the County for approval a WQMP (Riverside County Ordinance No. 754). The WQMP is required to identify an effective combination of erosion control and sediment control measures (i.e., BMPs to reduce or eliminate sediment discharge to surface water from stormwater and non-storm water discharges). The WQMP for the Project is required to incorporate BMPs, which are effective at removing silt and sediment from stormwater runoff. WQMPs also require post-construction maintenance and operational measures to ensure on-going erosion protection. Compliance with the Project-Specific WQMP for the Project would be required as a condition of Project approval as would the long-term maintenance of water quality features. With compliance of the Project-specific WQMP, implementation of the proposed Project would not result in substantial erosion or siltation on-site or off-site. Therefore, because the Project would not result in substantial erosion or siltation on-site or off-site, impacts would be less than significant.

e) See the analysis under Thresholds 23(a) (c) and (d), that describes the potential for stormwater runoff and the proposed storm drain system and bioretention basin. The Project's onsite drainage design concept will provide flood protection to the proposed building pad, the proposed basins will adequately treat onsite flows, and the detention basins will mitigate for increased runoff. The offsite drainage improvements will adequately protect the Project site from offsite flow and prevent offsite flows from commingling with onsite flows, and the proposed Project will not impact flooding conditions to upstream or downstream properties. (Webb, 2020b, p. 4-1) Therefore, because the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site, impacts would be less than significant.

f) The Project's stormwater plan is described in Thresholds 23 (a) (c) and (d). Adequate capacity exists in the existing and planned stormwater drainage system to service the Project. Therefore, because the Project would not create runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, impacts would be less than significant.

g) As discussed in Thresholds 23 (a) (c) and (d), the Project's onsite drainage design concept will provide flood protection to the proposed building pad, the proposed basins will adequately treat onsite flows,

and the detention basins will mitigate for increased runoff, the offsite drainage improvements will adequately protect the Project site from offsite flow and prevent offsite flows from commingling with onsite flows, and the proposed Project will not impact flooding conditions to upstream or downstream properties. (Webb, 2020b, p. 4-1) Therefore, because the Project would not impede or redirect flows, impacts would be less than significant.

h) According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate (FIRM) Panel 06065C1430H, the Project site is located in Flood Zone X (unshaded), an area of minimal flood hazard (FEMA, 2014). As discussed in Thresholds 23 (a) (c) and (d), the Project's onsite drainage design concept will provide flood protection to the proposed building pad, the proposed basins will adequately treat onsite flows, and the detention basins will mitigate for increased runoff, the offsite drainage improvements will adequately protect the Project site from offsite flow and prevent offsite flows from commingling with onsite flows, and the proposed Project will not impact flooding conditions to upstream or downstream properties. (Webb, 2020b, p. 4-1)

The nearest large body of surface water to the Project site is the Perris Reservoir, located approximately 3.8 miles northeast of the Project site (Google Earth Pro, 2020). According to MVAP Figure 11, S*pecial Flood Hazards Areas*, the Project site is not located within any dam inundation areas or special flood hazard areas. The Project site is located approximately 36 miles northeast from the Pacific Ocean and is therefore not subject to a tsunami. As discussed in Thresholds 23 (a) (c) and (d), the Project's onsite drainage design concept will provide flood protection to the proposed building pad, the proposed basins will adequately treat onsite flows , and the detention basins will mitigate for increased runoff, the offsite drainage improvements will adequately protect the Project site from offsite flow and prevent offsite flows from commingling with onsite flows, and the proposed Project will not impact flooding conditions to upstream or downstream properties. (Webb, 2020b, p. 4-1) The Project's Plot Plan application materials, which include a Conceptual Grading Plan and that are on file with the County of Riverside Planning Department at 4080 Lemon Street, 12th Floor, Riverside, California, 92502 are hereby incorporated by reference pursuant to CEQA Guidelines § 15150; these plans show the details of the Project's storm water and water quality infrastructure system (Webb, 2020a). Because the Project would not result in the release of pollutants due to Project inundation from a flood hazard, tsunami, or seiche zone, impacts would be less than significant.

i) The California Porter-Cologne Water Quality Control Act (California Water Code §§ 13000), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act (CWA)) require that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Santa Ana RWQCB. Water quality information for the Santa Ana River watershed is contained in the Santa Ana Region Basin Plan (as most recently updated in June 2019). This document is herein incorporated by reference and is available for public review at the Santa Ana RWQCB office located at 3737 Main Street, Suite 500, Riverside, CA 92501-3348. (RWQCB, 2019)

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality

standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site is located within the Santa Ana Watershed. Receiving waters for the Project site's drainage are the Perris Valley Storm Drain Channel, San Jacinto River (Reach 1), San Jacinto River (Reach 2), San Jacinto River (Reach 3), Lake Elsinore, and Canyon Lake. Receiving Water's 303(d) listed impairments consist of the following: Canyon Lake is impaired by nutrients and pathogens, and Lake Elsinore is impaired by DDT, nutrients, organic enrichment/low dissolved oxygen, PCBs, and toxicity. Perris Valley Storm Drain Channel and San Jacinto River (Reach 1 through 3) are listed as receiving waters with no listed impairments. (Webb, 2020c, Table A.1)

CWA Section 402 is applicable to the Project, which authorizes the NPDES permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires operators of construction sites one acre or larger to prepare a SWPPP and obtain authorization to discharge stormwater under an NPDES construction stormwater permit.

Long-Term Operational Water Quality

Receiving waters and impaired waters are noted above. The Project's pollutants of concern include bacterial indicators, nutrients, toxic organic compounds, trash and debris, and oil and grease (Webb, 2020c, Table E-1). The County's MS4 NPDES Permit requires the Project Applicant to prepare and submit to the County for approval a Water Quality Management Plan (WQMP) (Riverside County, 2019a, Chapter 5.72). The Project-Specific Preliminary WQMP identifies an effective combination of water quality control measures (i.e., Best Management Practices (BMPs) to reduce or eliminate water pollutants before they reach the groundwater table). The Preliminary WQMP for the Project, prepared by Webb (attached hereto as *Technical Appendix H2*), incorporates BMPs that would remove waterborne pollutants from stormwater flows. The WQMP requires post-construction maintenance and operational measures to ensure ongoing effectiveness. Compliance with the WQMP would be required as a condition of Project approval. Therefore, the proposed Project's operation would not obstruct implementation of the Santa Ana Region Basin Plan. The Project Applicant, successors in interest, and construction contractors would be required to comply with the Project-specific WQMP as a condition of approval.

Groundwater Management Plan and Sustainability Plan

The Project site is located within the West San Jacinto Groundwater Management Area, and is therefore subject to the EMWD's "Groundwater Management Plan – West San Jacinto Groundwater Basin". The Groundwater Management Plan (GMP) is intended to manage the San Jacinto Groundwater Basin in a manner that would supplement EMWD's water supplies, thereby increasing the amount of locally-available water and reducing the amount of water that needs to be imported through MWD. The GMP covers approximately 256-square miles (over 164,200 acres) and is divided into six (6) groundwater management zones (EMWD, 2019, p. 8). The Project site is located in the Perris North Groundwater Basin Management Zone (EMWD, 2019, Figure 7-1).

The California Department of Water Resources' (DWR's) Sustainable Groundwater Management Act (SGMA) was signed into law on September 16, 2014. The purpose of the SGMA is to achieve the sustainable management of groundwater in a manner that does not cause undesirable results. The

SGMA grants additional groundwater management authorities to Groundwater Sustainability Agencies (GSA). Eastern Municipal Water District (EMWD) became the GSA for the West San Jacinto Groundwater Basin in 2017. Existing groundwater basin boundaries are defined in the DWR's Bulletin 118. The West San Jacinto Groundwater Basin, previously known as the San Jacinto Groundwater Basin, is defined in Bulletin 118 (Basin No. 8-005), as a "high priority" basin. Groundwater basins that are prioritized as medium or high priority are required to be managed by a Groundwater Sustainability Plan (GSP). The West San Jacinto Groundwater Basin is identified as a high priority basin, but it is not considered "critically over-drafted," so the deadline for completion of a GSP is January 30, 2022. As such, the GSP for the West San Jacinto Groundwater Basin is under development and not yet published. (EMWD, 2019)

The Project would not directly extract groundwater; however, with addition of the proposed Project, an increase in impervious surface cover would occur over approximately 14.6% of the site, which would reduce the amount of water directly percolating into the groundwater table on the Project site. The BMPs that are incorporated into the site design to fully address all management areas would minimize potential adverse effects related to groundwater recharge. After implementation of the Project, the Project's proposed stormwater drainage system would convey water runoff into the public storm drain system which flows to downstream water bodies where percolation into the groundwater table occurs. Therefore, the proposed Project would not conflict or obstruct implementation of a groundwater management plan or implementation of a groundwater sustainability plan. Therefore, impacts would be less than significant.

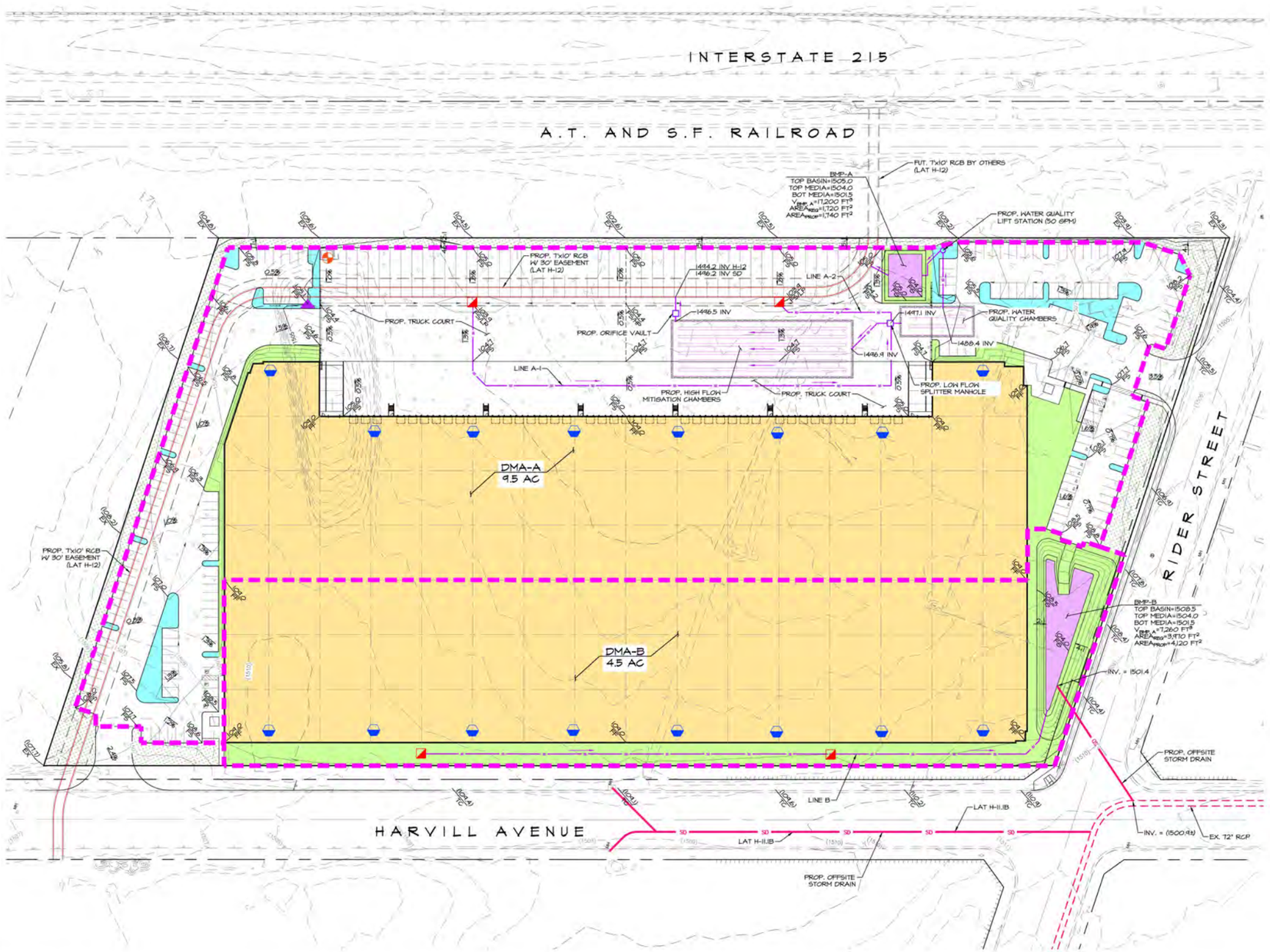
Applicable Regulatory Requirements

- Prior to issuance of a grading permit, the Project Applicant is required to obtain coverage under a NPDES permit from the State Water Resources Control Board. Evidence that a NPDES permit has been issued shall be provided to the County of Riverside prior to issuance of a grading permit.

- Prior to issuance of a grading permit, the Project Applicant is required to prepare a SWPPP. Project contractors shall be required to ensure compliance with the SWPPP and shall permit periodic inspection of the construction site by the County of Riverside staff or its designee to confirm compliance.

- Prior to issuance of a grading permit, the Project Applicant is required to prepare and the County of Riverside shall approve a Final WQMP. The Project Applicant or its property manager shall be required to ensure compliance with the Final WQMP and shall permit periodic inspection of the Project site by County of Riverside staff or its designee to confirm compliance.

- The site is located within the bounds of the Perris Valley Area Master Drainage Plan (PVMDP) for which drainage fees and mitigation fees have been established by the Board of Supervisors. Applicable ADP mitigation fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to permits



LEGEND

- DRAINAGE MANAGEMENT BOUNDARY
- LANDSCAPING
- ROOF
- CONCRETE OR ASPHALT
- SELF RETAINING
- BMP
- FLOWLINE
- STORM DRAIN PIPE
- STORM DRAIN FLOW DIRECTION
- STORM DRAIN INLET
- ROOF DRAIN DOWNSPOUT
- CURB OPENING/CUT
- TRASH ENCLOSURE

DMA-A			
LEGEND	DMA-ID	TYPE	AREA (SF)
	L-A	LANDSCAPE	10,150
	R-A	ROOF	169,740
	H-A	HARDSCAPE	214,060
	SR-A	LANDSCAPE	19,180
	BMP-A	LANDSCAPE	1,740
	SELF-TREATING	LANDSCAPE	31,180

DMA-B			
LEGEND	DMA-ID	TYPE	AREA (SF)
	L-B	LANDSCAPE	55,380
	R-B	ROOF	157,830
	BMP-B	LANDSCAPE	4,120

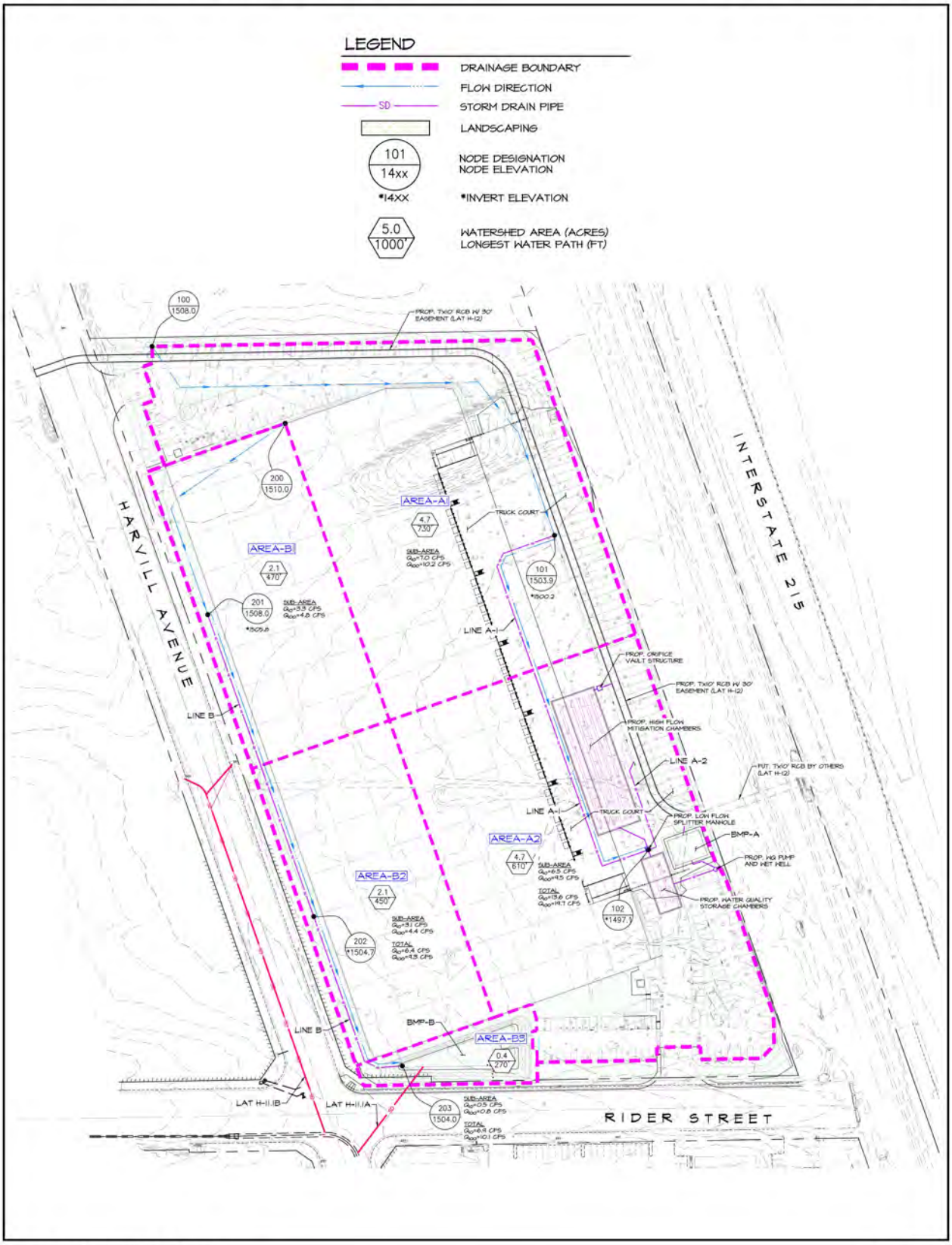
GENERAL NOTES:
1. ADD 1400 TO ALL ELEVATIONS SHOWN ON THIS PLAN.
2. ALL UNDERGROUND CMP DETENTION SYSTEMS WILL HAVE A POLYMER COATING PER MANUFACTURER'S SPECIFICATIONS.

Source(s): Webb Associates (11-08-2020)

Figure 5-3

Not to Scale

Post Construction BMP Exhibit



Source(s): Webb Associates (11-08-2020)

Figure 5-4

Not to Scale

Proposed Conditions Hydrology Map

- for this Project. The drainage fee is required to be paid prior to the issuance of the grading permits.

Mitigation: Mitigation is not required.

Monitoring: Monitoring is not required.

5.1.9 Land Use/Planning

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
24. Land Use a. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
b. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	☐	☐	☐	☒

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County General Plan (Riverside County, 2015a); Riverside County GIS (RCIT, 2020)

Findings of Fact:

a) The Project site is located within the MVAP portion of the Riverside County General Plan and designated "Industrial." As part of its review of the proposed Project, Riverside County staff evaluated the Project for consistency with applicable General Plan and MVAP policies and concluded that the Project would be consistent with or otherwise would not conflict with the applicable policies of the General Plan or MVAP.

   As discussed in Section 2.0, the Project site is split zoned M-H and M-SC. Although the proposed Project is a permitted use in both zones, a Change of Zone is proposed to change the zoning classification of M-H to M-SC, to eliminate the existing split zone and to zone the entire site M-SC. Development of the Project would be consistent with the land use regulations and development standards for the M-SC zone, as established by the County's Land Use Ordinance (Ordinance No. 348). The environmental effects associated with developing the Project site in accordance with the M-SC

zone classification is analyzed throughout this MND and the proposed use is allowed, subject to the approval of a Plot Plan.

There are no other land use plans, land use policies, or land use regulations applicable to the Project site. Refer to Threshold 6(a), *Air Quality*, for a discussion of the Project's consistency with the SCAQMD's *2016 AQMP*. Refer to Threshold 7(a), *Biological Resources,* for a discussion of the Project's compliance with the Riverside County MSHCP. Refer to Threshold 20, *Greenhouse Gas Emissions*, for a discussion of the Project's consistency with Riverside County's Climate Action Plan (CAP). Therefore, because the Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, the impact would be less than significant.

b) Implementation of the Project would not disrupt or divide the physical arrangement of an established community. As discussed in Section 2.0, the Project site is bounded by I-215 on the east, Harvill Avenue on the west, and Rider Street on the south. Land immediately to the north is vacant and undeveloped. Lands to the north, east and south are designated by the General Plan as LI and land to the west of the site is designated Business Park (BP). As mentioned, the Project site is bound on the west by Harvill Avenue, west of which are vacant lands zoned I-P. The Project site is bound on the south by Rider Street and lands south of Rider Street are zoned M-H. Lands north and east of the Project site are zoned Manufacturing Heavy (M-H) (RCIT, 2020). Because the Project site is not surrounded or within the vicinity of a residential community, the proposed Project would have no potential to disrupt or divide the physical arrangement of any established community. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.10 Mineral Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
25. Mineral Resources a. Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site	☐	☐	☐	☒

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
delineated on a local general plan, specific plan or other land use plan?				
c. Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	☐	☐	☐	☒

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County General Plan Figure OS-6 "Mineral Resources Area" (Riverside County, 2015a); Riverside County GIS database (RCIT, 2020)

Findings of Fact:

a) Riverside County General Plan Figure OS-6 shows that the Project site and surrounding area is located within Mineral Resource Zone 3 (MRZ-3), meaning the significance of mineral deposits is undetermined and the site is not located within an area designated by the State Mining and Geology Board as being of regional or Statewide significance (Riverside County, 2015a, Figure OS-6). Because the site is not located within an area known for mineral resources that are of value to the region and the residents of the State, no impact would occur.

b) The Project site has a General Plan land use designation of LI and is split zoned as M-H and M-SC and does not have a designation or zoning for mining. As discussed above in Threshold 25(a), the Project site is not located within an area designated by the State Mining and Geology Board as being of regional or Statewide significance (Riverside County, 2015a, Figure OS-6). Therefore, there is no potential for the Project to result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

c) As discussed above in Thresholds 25(a) and (b), the site is not located in a State designated sector of valuable resources and there are no known quarries or mines in the immediate vicinity of the Project site. Therefore, no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.11 Noise

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project result in:				
26. Airport Noise a. For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
b. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Source: Google Earth (Google Earth Pro, 2020), Riverside County Airport Land Use Commission (RCALUC, 2014); Riverside County General Plan, Figure N-1, "Land Use Compatibility for Community Noise Exposure" (Riverside County, 2015a); Urban Crossroads, Inc., Noise Impact Analysis (Urban Crossroads, Inc., 2020e)

Findings of Fact:

a) The MARB runway is located approximately 2.1 miles (11,468 feet) north of the Project site. The *MARB Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP)* includes the policies for determining the land use compatibility of the Project. The *MARB/IPA LUCP*, Map MA-1, indicates that the Project site is located within Compatibility Zone C2, which Table MA-1 Compatibility Zone Factors indicates is considered to have a moderate noise impact. Further, the Project site is located outside the 65 dBA Community Noise Equivalent Level (CNEL) noise level contour boundary. Moreover, the Basic Compatibility Criteria, listed in Table MA-2 of the *MARB/IPA LUCP* identifies no prohibited uses other than highly noise-sensitive outdoor non-residential uses (e.g., sports stadiums, concert halls). The *MARB/IPA LUCP* does not identify industrial-use specific noise compatibility standards, and therefore, the County of Riverside *Land Use Compatibility for Community Noise Exposure* matrix was used by Urban Crossroads to assess potential aircraft-related noise levels at the Project site. The County of Riverside guidelines indicate that industrial uses, such as the Project, are considered normally acceptable with exterior noise levels of up to 75 dBA CNEL. The noise contour boundaries of the *MARB/IPA LUCP* show that the Project is considered a normally acceptable land use since it is located outside of the 65 dBA CNEL contours. Further, Table MA-2 indicates that no uses are prohibited in this area except for highly noise-sensitive outdoor nonresidential uses (e.g., sports stadiums, concert halls). (Urban Crossroads, Inc., 2020e, pp. 22-23). As such, the Project would not expose people visiting or working on the Project site to excessive noise levels. Impacts would be less than significant.

b) There are no private airfields or airstrips in the vicinity of the Project site (Google Earth Pro, 2020). Therefore, the Project would not expose people to excessive noise levels associated with operations at a private airstrip. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project result in:				
27. Noise Effect on or by the Project a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐

Source: Project Application Materials (HPA, 2020a) (Webb, 2020a); Riverside County General Plan, Figure N-1, "Land Use Compatibility for Community Noise Exposure" (Riverside County, 2015a); Urban Crossroads, Inc., Noise Impact Analysis (Urban Crossroads, Inc., 2020e)

Findings of Fact:

a) Although the County of Riverside General Plan Noise Element and County Code do not identify any noise level increase thresholds, the County of Riverside General Plan EIR No. 521 outlines incremental noise impact criteria for noise sensitive uses in Table 4.15-H. This significance criteria derived from the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* are used to evaluate the incremental transportation noise level impacts and establishes a method for comparing future project noise with existing noise. In effect, the amount to which a given noise level increase is considered acceptable is reduced based on existing ambient noise conditions. Table 5-8 below provides a summary of the allowable County of Riverside criteria used to identify potentially significant incremental noise level increases. (Urban Crossroads, Inc., 2020e, p. 26)

The County of Riverside General Plan Noise Element, Table N-1, *Land Use Compatibility for Community Noise Exposure* was used to establish the satisfactory noise levels of significance for non-noise-

sensitive land uses in the Project study area. The normally acceptable exterior noise levels for non-noise-sensitive land uses is 70 dBA CNEL. Noise levels greater than 70 dBA CNEL are considered conditionally acceptable per Noise Element Table N-1. Therefore, to determine if Project-related traffic noise level increases are significant at off-site non-noise- sensitive land uses, a readily perceptible 5 dBA and barely perceptible 3 dBA criteria were used. When the without Project noise levels at the non-noise-sensitive land uses are below the normally acceptable 70 dBA CNEL compatibility criteria, a readily perceptible 5 dBA or greater noise level increase is considered a significant impact. When the without Project noise levels are greater than the normally acceptable 70 dBA CNEL land use compatibility criteria, a barely perceptible 3 dBA or greater noise level increase is considered a significant impact since the noise level criteria is already exceeded. The noise level increases used to determine significant impacts for non-noise-sensitive land uses rely on the County of Riverside General Plan Noise Element, Table N-1, normally acceptable 70 dBA CNEL exterior noise level criteria (Urban Crossroads, Inc., 2020e, p. 26). In summary, noise impacts would be considered significant if, as a direct result of the proposed Project, any of the significance criteria summarized in Table 5-8, *Noise Significance Criteria* Summary, is exceeded.

Table 5-8 Noise Significance Criteria Summary

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive[1]	If ambient is < 50 dBA CNEL	≥ 7 dBA CNEL Project increase	
		If ambient is 50 - 55 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 55 - 60 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is 60 - 65 dBA CNEL	≥ 2 dBA CNEL Project increase	
		If ambient is 65 - 75 dBA CNEL	≥ 1 dBA CNEL Project increase	
		If ambient is > 75 dBA CNEL	0 dBA CNEL Project increase	
	Non-Noise-Sensitive[2]	If ambient is < 70 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational	Noise-Sensitive[1]	Exterior Noise Level Standards[3]	55 dBA L_{eq}	45 dBA L_{eq}
		If ambient is < 50 dBA CNEL	≥ 7 dBA CNEL Project increase	
		If ambient is 50 - 55 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 55 - 60 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is 60 - 65 dBA CNEL	≥ 2 dBA CNEL Project increase	
		If ambient is 65 - 75 dBA CNEL	≥ 1 dBA CNEL Project increase	
		Vibration Level Threshold[4]	0.01 in/sec RMS	
Construction	Noise-Sensitive	Noise Level Threshold[5]	70 dBA L_{eq}	
		Vibration Level Threshold[4]	0.01 in/sec RMS	

[1] Sources: County of Riverside General Plan EIR No. 521 (Table 4.15-H) and the FTA Transit Noise and Vibration Manual, 2018 (*MND Technical Appendix I* Table 4-6).
[2] Source: County of Riverside General Plan Noise Element, Table N-1.
[3] Source: County of Riverside General Plan Municipal Code, Section 9.52.040.
[4] Source: County of Riverside General Plan Noise Element, Policy N 16.3.
[5] 85 dBA Leq is the acceptable threshold for construction noise based on the Criteria for Recommended

Standard: Occupational Noise Exposure prepared by the National Institute for Occupational Safety and Health. However, for evaluation herein, 70 dBA Leq is used as the significance threshold which is consistent with the 70 dBA CNEL standard for noise-sensitive uses contained in the County's General Plan Noise Element Table N-1.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
(Urban Crossroads, Inc., 2020e, Table 4-2)

Impact Analysis for Construction Phase

To evaluate whether the Project would generate potentially significant short-term noise levels at off-site sensitive receiver locations, a construction-related noise level threshold was adopted by the National Institute for Occupational Safety and Health (NIOSH). NIOSH identifies a noise level threshold of 85 equivalent-level decibels (dBA Leq) as an acceptable threshold for construction noise at sensitive receiver locations (Urban Crossroads, Inc., 2020e, p. 60). However, to ensure a more conservative analysis herein, a threshold of 70 dBA Leq is utilized, which is consistent with the 70 dBA CNEL standard for noise-sensitive uses contained in the County's General Plan.

The construction noise analysis provided in the Project's noise impact analysis was prepared using reference noise level measurements taken by Urban Crossroads to describe the typical construction activity noise levels for each stage of Project construction. Refer to the Project's Noise Impact Analysis in *Technical Appendix I* for information on the reference measurements. Using the reference construction equipment noise levels, calculations of the Project construction noise level impacts at the nearby sensitive receiver locations were conducted by Urban Crossroads. Table 5-9, *Unmitigated Construction Equipment Noise Level Summary (dBA Leq)*, provides a summary of the construction noise levels by stage at the nearby noise-sensitive receiver locations. To assess the worst-case construction noise levels, this analysis shows the highest noise impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity to each receiver location. This is the site preparation phase of Project construction, which is expected to last approximately 10 days in duration as shown on Table 3-1, *Anticipated Construction Duration*. (Urban Crossroads, Inc., 2020e, pp. 57, 59)

Table 5-9 Unmitigated Construction Equipment Noise Level Summary (dBA Leq)

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})						
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]
R1	60.0	63.4	61.6	59.7	59.3	53.3	63.4
R2	63.8	67.2	65.4	63.5	63.1	57.1	67.2
R3	60.4	63.8	62.0	60.1	59.7	53.7	63.8
R4	57.1	60.5	58.7	56.8	56.4	50.4	60.5

[1] Noise receiver locations are shown on Figure 5-5, *Construction Noise Source Locations*.
[2] Construction noise level calculations based on distance from the project site boundaries (construction activity area) to nearby receiver locations. CadnaA construction noise model inputs are included in Appendix 10.1. of *MND Technical Appendix I*.
(Urban Crossroads, Inc., 2020e, Table 10-2)

To evaluate whether the Project would generate potentially significant short-term noise levels at off-site sensitive receiver locations, a construction-related noise level threshold of 70 dBA Leq is used herein. As shown on Table 5-11, *Construction Equipment Noise Level Compliance (dBA Leq)*, Project-related construction activities are calculated to reach maximum noise levels between 60.5 and 67.2 dBA Leq when measured at nearby receivers, which would fall well below the NIOSH 85 dBA Leq significance threshold during temporary Project construction activities. Even when measured at a more conservative noise level threshold of 70 dBA that the General Plan uses as a threshold for both off-site traffic and operational noise, the Project's construction noise level would be below the General Plan's criteria of 70 dBA. Therefore, the Project would not cause a substantial construction-related temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project, and impacts would be less than significant. (Urban Crossroads, Inc., 2020e, pp. 59, 60)

In addition, to control noise impacts associated with the construction of the proposed Project, as with any other construction project in the County, the Project would be required to comply with the County's Noise Ordinance contained as Riverside County Code Section 9.52.020. Section 9.52.020 requires that noise from any private construction activity located within one-quarter of a mile from an inhabited dwelling be restricted to between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May (Urban Crossroads, Inc., 2020e, p. 21).

Table 5-10 Construction Equipment Noise Level Compliance (dBA Leq)

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	63.4	70	No
R2	67.2	70	No
R3	63.8	70	No
R4	60.5	70	No

[1] Noise receiver locations are shown on Figure 5-5, *Construction Noise Source Locations*
[2] Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Table 5-9, *Unmitigated Construction Equipment Noise Level Summary (dBA Leq)*.
[3] Construction noise level thresholds as shown on Table 5-8, *Noise Significance Criteria* Summary.
[4] Do the estimated Project construction noise levels exceed the construction noise level threshold?
(Urban Crossroads, Inc., 2020e, Table 10-3)

Impact Analysis for Stationary Noise

As summarized in Table 5-11, *Project Daytime Noise Level Increases* the Project would generate a daytime operational noise level increase up to 0.1 dBA L_{eq} and a nighttime operational noise level increase up to 0.2 dBA L_{eq} at nearby noise receiver locations identified on Figure 5-6, *Sensitive Receiver*

Locations during daytime or nighttime hours. Therefore, because the Project-related operational noise increases do not result in an exceedance of the significance threshold, the Project would not contribute to a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project and stationary noise impacts would be less than significant. (Urban Crossroads, Inc., 2020e, p. 54)

Table 5-11 Project Daytime Noise Level Increases

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria[7]	Increase Criteria Exceeded?
R1	44.3	L1	59.9	60.0	0.1	3	No
R2	33.5	L2	61.8	61.8	0.0	2	No
R3	32.9	L3	52.0	52.1	0.1	5	No
R4	33.5	L4	57.2	57.2	0.0	3	No

[1] See Figure 5-6, *Sensitive Receiver Locations*, for the receiver locations.
[2] Total Project daytime operational noise levels as shown on Table 9-3 of *MND Technical Appendix I.*
[3] Reference noise level measurement locations as shown on Exhibit 5-A of *MND Technical Appendix I.*
[4] Observed daytime ambient noise levels as shown on Table 5-1 of *MND Technical Appendix I.*
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
[7] Significance increase criteria as shown on Table 5-8, *Noise Significance Criteria* Summary.
(Urban Crossroads, Inc., 2020e, Table 9-6)

Table 5-12 Project Nighttime Noise Level Contributions

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria[7]	Increase Criteria Exceeded?
R1	43.8	L1	58.0	58.2	0.2	3	No
R2	30.4	L2	59.3	59.3	0.0	3	No
R3	28.8	L3	52.1	52.1	0.0	5	No
R4	30.2	L4	60.0	60.0	0.0	2	No

[1] See Figure 5-6, *Sensitive Receiver Locations*, for the receiver locations.
[2] Total Project daytime operational noise levels as shown on Table 9-3 of *MND Technical Appendix I.*
[3] Reference noise level measurement locations as shown on Exhibit 5-A of *MND Technical Appendix I.*
[4] Observed daytime ambient noise levels as shown on Table 5-1 of *MND Technical Appendix I.*
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
[7] Significance increase criteria as shown on Table 5-8, *Noise Significance Criteria* Summary.
(Urban Crossroads, Inc., 2020e, Table 9-7)

Impact Analysis for Traffic-Related Noise

To evaluate permanent, off-site noise increases that could result from Project-related traffic, noise levels were modeled for the following traffic scenarios:

- Existing (2019): This scenario refers to the existing present-day traffic noise conditions without and with the proposed Project. This analysis is included in the Project's Noise Impact Analysis (*Technical Appendix I*) for informational purposes; however, the existing traffic noise levels plus traffic noise generated by the proposed Project will not actually occur because the Project would not be fully constructed and operational until Year 2021 cumulative conditions. (Urban Crossroads, Inc., 2020e, p. 41)

- Existing plus Ambient Growth (EA) (2021): This scenario refers to the background noise conditions at future year 2021 without and with the Project plus ambient growth (Urban Crossroads, Inc., 2020e, p. 42).

- EA plus Cumulative (EAC) (2021): This scenario refers to the background noise conditions at future year 2021 without and with the Project plus ambient growth, and includes all reasonably foreseeable cumulative development projects identified in the Project's Traffic Impact Analysis (*Technical Appendix K1*). (Urban Crossroads, Inc., 2020e, p. 42)

Traffic noise contours and noise levels were established based on existing and projected future traffic conditions on off-site roadway segments within the Project's study area, and do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. Refer to *Technical Appendix I* for a detailed description of the methodology used to evaluate the Project's traffic-related noise effects. (Urban Crossroads, Inc., 2020e, p. 39)

Table 5-13, *Unmitigated EA 2021 with Project Traffic Noise Level Increases* presents the existing plus ambient growth (EA) 2021 noise conditions that would result with the addition of Project-related traffic, without accounting for any noise attenuation features such as noise barriers or topography. As shown on Table 5-13, noise levels along the roadway segments within the Project study area would increase between 0.2 and 0.5 dBA CNEL with development of the Project, with the loudest increase in traffic noise occurring on Harvill Road along the Project site's frontage; therefore, the Project's noise contributions would not exceed the threshold of significance (see Table 5-8, *Noise Significance Criteria* Summary) to any of the roadway segments within the Project site under the "Existing Plus Ambient (EA) Growth with Project" traffic scenario. Accordingly, the Project would not result in a substantial permanent increase in noise levels above ambient conditions. (Urban Crossroads, Inc., 2020e, pp. 42 -43; Table 7-8)

Table 5-13 Unmitigated EA 2021 with Project Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Noise Sensitive Land Use?	Incremental Noise Level Increase Criteria[3]	
				No Project	With Project	Project Addition		Limit	Exceeded ?
1	Harvill Av.	n/o Driveway 1	PF/LI/BP	75.0	75.5	0.5	No	3	No
2	Harvill Av.	s/o Driveway 1	LI/BP	75.0	75.2	0.2	No	3	No
3	Harvill Av.	s/o Rider St.	LI/BP	75.2	75.4	0.2	No	3	No

[1] Sources: Mead Valley Area Plan, Land Use Plan, Figure 3.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?
"PF"= Public Facilities; "LI"= Light Industrial; "BP"= Business Park.
(Urban Crossroads, Inc., 2020e, Table 7-8)

Table 5-14, *Unmitigated EAC 2021 with Project Traffic Noise Level Increases,* presents a comparison of the expected 2021 noise conditions, without accounting for any noise attenuation features such as noise barriers or topography, along the Project study area roadway segments plus ambient growth and reasonably foreseeable cumulative development projects and the noise levels that would result with the addition of Project-related traffic. As shown on Table 5-14, noise levels along the studied roadway segments within the Project study area would increase between 0.1 to 0.3 dBA CNEL with development of the Project, with the loudest increase in traffic noise occurring on Harvill Road along the Project site's frontage; therefore, the Project's noise contributions would not exceed the threshold of significance (see Table 5-8, *Noise Significance Criteria* Summary) to any of the roadway segments Accordingly, the Project would not result in a substantial permanent increase in noise levels above ambient conditions, and the Project's off-site, traffic-related noise impacts would be less than significant under EAC (2021) conditions. (Urban Crossroads, Inc., 2020e, pp. 42-43; Table 7-9)

Table 5-14 Unmitigated EAC 2021 with Project Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Noise Sensitive Land Use?	Incremental Noise Level Increase Criteria[3]	
				No Project	With Project	Project Addition		Limit	Exceeded?
1	Harvill Av.	n/o Driveway 1	PF/LI/BP	76.6	76.9	0.3	No	3	No
2	Harvill Av.	s/o Driveway 1	LI/BP	76.6	76.7	0.1	No	3	No
3	Harvill Av.	s/o Rider St.	LI/BP	76.4	76.6	0.1	No	3	No

[1] Sources: Mead Valley Area Plan, Land Use Plan, Figure 3.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)? "PF"= Public Facilities; "LI"= Light Industrial; "BP"= Business Park.
(Urban Crossroads, Inc., 2020e, pp. 42 -43; Table 7-9)

b) Construction activities on the Project site would utilize heavy equipment that has the potential to generate low levels of intermittent, localized ground-borne vibration. Refer to *Technical Appendix I* for a detailed description of the methodology used to calculate construction vibration levels.

Vibration levels from Project-related construction activities were calculated at four (4) receiver locations near the Project site. (See Figure 5-5, *Construction Noise Source Locations*, for the locations of the modeled receivers and refer to *Technical Appendix I* for a detailed description of the receivers). The results of the vibration analysis for Project-related construction activities are summarized in Table 5-15, *Project Construction Vibration* Levels. As shown in Table 5-15, Project construction activity vibration velocity levels are expected to approach 0.001 in/sec RMS and would remain below the County of Riverside threshold of 0.01 in/sec RMS at all receiver locations. Furthermore, the Project-related construction vibration levels do not represent levels capable of causing building damages to nearby residential homes. The Federal Transit Administration (FTA) identifies construction vibration levels capable of building damage ranging from 0.12 to 0.5 in/sec PPV. As shown in Table 5-15, peak Project construction vibration levels approach 0.001 in/sec PPV, which is below the FTA vibration levels for building damage at the residential homes near the Project site. Moreover, the impacts at the site of the closest sensitive receivers are unlikely to be sustained during the entire construction period, but would occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. Therefore, because the Project-related vibration velocity levels would remain below the County of Riverside threshold of 0.01 in/sec RMS at all receiver location, the Project's construction activities would not expose persons to or generate excessive ground-borne vibration or ground-borne noise levels. Accordingly, near-term construction vibration construction impacts would be less than significant and no mitigation is required. (Urban Crossroads, Inc., 2020e, pp. 60-61; Table 6-8; Table 10-4).

Table 5-15 Project Construction Vibration Levels

Receiver [1]	Distance to Const. Activity (Feet)	Receiver Levels (in/sec) PPV[2]					Velocity Levels (in/sec) RMS[3]	Threshold (in/sec) RMS[4]	Threshold Exceeded? [5]
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration			
R1	1,040'	0.000	0.000	0.000	0.000	0.000	0.000	0.01	No
R2	633'	0.000	0.000	0.001	0.001	0.001	0.001	0.01	No
R3	1,160'	0.000	0.000	0.000	0.000	0.000	0.000	0.01	No
R4	1,426'	0.000	0.000	0.000	0.000	0.000	0.000	0.01	No

[1] Receiver locations are shown on Figure 5-5, *Construction Noise Source Locations*.
[2] Based on the Vibration Source Levels of Construction Equipment included on Table 6-8 of *MND Technical Appendix I*.
[3] Vibration levels in PPV are converted to RMS velocity using a 0.71 conversion factor identified in the Caltrans Transportation and
Construction Vibration Guidance Manual, September 2013.
[4] Source: County of Riverside General Plan Noise Element, Policy N 16.3.
[5] Does the vibration level exceed the maximum acceptable vibration threshold?
(Urban Crossroads, Inc., 2020e, Table 10-4)

Under long-term conditions, the proposed Project would not include nor require equipment, facilities, or activities that would result in substantial or perceptible ground-borne vibration. The operation of the Project site would include heavy trucks moving on site to and from the loading docks areas. According to the FTA, trucks rarely create vibration levels that exceed 70 VdB or 0.003 in/sec unless there are bumps due to frequent postholes in the road. Trucks transiting the Project site will be traveling at very low speeds; therefore, it is expected that delivery truck vibration impacts at nearby homes would satisfy the County of Riverside's 0.1 in/sec RMS vibration threshold. Therefore, because the Project-related vibration velocity levels would remain below the County of Riverside threshold of 0.01 in/sec RMS at all receiver location, the Project's operational activities would not expose persons to or generate excessive ground-borne vibration or ground-borne noise levels. Accordingly, long-term operational vibration impacts would be less than significant and no mitigation is required. (Urban Crossroads, Inc., 2020e, p. 54).

Applicable Regulatory Requirements

- All construction activities are required to comply with Riverside County Code Section 9.52.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Source(s): Urban Crossroads (08-04-2020)

Figure 5-5

Not to Scale

Construction Noise Source Locations

Source(s): Urban Crossroads (08-04-2020)

Figure 5-6

Not to Scale

Sensitive Receiver Locations

Source(s): Urban Crossroads (08-04-2020)

Figure 5-7

Not to Scale

Operational Noise Source Locations

5.1.12 Paleontological Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
Would the project:				
28. Paleontological Resources a. Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?	☐	☒	☐	☐

Source: Riverside County General Plan Figure OS-8 "Paleontological Sensitivity" (Riverside County, 2015a); Brian F. Smith and Associates, Inc., Paleontological Resource Assessment (BFSA, 2020b); Riverside County Riverside County GIS Database (RCIT, 2020)

Findings of Fact:

a) The geology of the Project site and immediate area is located within the central part of the Perris tectonic block and is underlain by lower Pleistocene (approximately 1.8 million- to perhaps 200,000- to 300,000-year-old) sandy, very old alluvial fan deposits. Additionally, a relatively small deposit of Holocene (modern) sandy, young alluvial fan deposits occupies the northern area of the site. The Riverside County GIS database categorizes the site as "High Paleontological Sensitivity (High B)" which indicates that potential fossils are likely to be encountered at or below four feet of depth and may be impacted during excavation by construction activities. (BFSA, 2020b, pp. 3, 5) Therefore, grading and excavation activities that occur deeper than 4-feet in depth in areas of the Project site that are composed of very old alluvial fan sediments ranked with a High Potential/Sensitivity (High B), have the potential to unearth paleontological resources that may exist below the ground surface. If significant paleontological resources are unearthed there is a potential for a significant impact if the resources are not properly identified and treated. Therefore, the Project's potential to directly or indirectly destroy unique paleontological resources that may be present beneath the ground surface of the Project site that is mapped with a High Potential/Sensitivity (High B), is a potentially significant impact and mitigation is required. Because of the High Paleontological Sensitivity (High B) assigned to the older alluvial fan deposits across the Project site, full-time paleontological monitoring of mass grading and excavation (utility trenching, etc.) activities in areas mapped as Quaternary older alluvial fan deposits is required in order to mitigate any adverse impacts (loss or destruction) to potential nonrenewable paleontological resources (i.e., fossils). (BFSA, 2020b, p. 2)

Implementation of PALEO MM-1 would ensure the proper identification and subsequent treatment of any significant paleontological resource, site, or unique geologic feature that may be encountered during ground-disturbing activities associated with Project excavation activities on the Project site. With

implementation of PALEO MM-1, the Project's potential to impact paleontological resources on the Project site would be reduced to less than significant.

Mitigation:

PALEO MM-1: Prior to the issuance of grading permits that would involve grading on the older alluvial fan deposits mapped at the surface across the southern and central areas of the Project site, full time paleontological monitoring of mass grading and excavation activities below a depth of four (4) feet below the surface in areas mapped as such shall be required in order to mitigate any adverse impacts to potential non-renewable paleontological resources. Where mapped as young alluvial fan in the northern area of the Project site, full-time paleontological monitoring of mass grading and excavation activities below a depth of eight (8) feet from the surface is recommended. These requirements shall be documented by the Project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). The PRIMP shall be submitted to the County Geologist for approval prior to issuance of a Grading Permit.

Monitoring: No monitoring is required.

5.1.13 Population and Housing

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
29. Housing a. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
b. Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	☐	☐	☐	☒
c. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County Riverside County GIS Database (RCIT, 2020); Riverside County General Plan, Chapter 8 - Housing Element 2017-2021 (Riverside County, 2017c); United States Department of Labor Bureau of Labor Statistics (USBLS, 2019)

Findings of Fact:

a) Under existing conditions, the Project site is comprised of vacant undeveloped land with no residential structures. Therefore, development of the Project would not displace any housing or displace any people and thus would not necessitate the construction of replacement housing elsewhere. No impact would occur.

b) The Project entails the proposed development of one warehouse building. For purposes of analysis, employment estimates were calculated using data and average employment density factors utilized in the County of Riverside General Plan. The General Plan estimated that Light Industrial (LI) businesses would employ one (1) worker for every 1,030 SF of building area (334,922 SF ÷ 1,030 SF= 325.16). Based on this employment generation rate, the Project is expected to create approximately 325 new recurring jobs.

   It is anticipated that the employment base for both the construction and operational phases of the proposed Project would come from the existing population in Riverside County. According to the Bureau of Labor Statistics, in November 2019, the Riverside-San Bernardino-Ontario region's civilian labor force was 2,092,615 persons with 2,016,751 persons employed and 75,864 persons unemployed, for an unemployment rate of 3.6 percent (USBLS, 2019). The anticipated jobs generated as part of the Project could be filled from the local area, as the surrounding area contains an ample supply of potential employees. Therefore, it is not anticipated that the labor demand caused by the proposed Project would result in the addition of residents within Riverside County or surrounding jurisdictions, or trigger the need for affordable housing. Therefore, the Project is not expected to be a catalyst for any population growth and no impact associated with population projections or affordable housing needs would occur.

c) As discussed above in Threshold 29(b), the Project entails the proposed development of one warehouse building. For purposes of analysis, employment estimates were calculated using data and average employment density factors utilized in the County of Riverside General Plan. The General Plan estimated that Light Industrial (LI) businesses would employ one (1) worker for every 1,030 SF of building area (334,922 SF ÷ 1,030 SF = 325.16). Based on this employment generation rate, the Project is expected to create approximately 325 new recurring jobs.

   The Project site would not directly generate a residential population. It is anticipated that the employment base for both the construction and operational phases of the proposed Project would come from the existing population in Riverside County. According to the Bureau of Labor Statistics, in November 2019, the Riverside-San Bernardino-Ontario region's civilian labor force was 2,092,615 persons with 2,016,751 persons employed and 75,864 persons unemployed for an unemployment rate of 3.6 percent (USBLS, 2019). The anticipated jobs generated as part of the Project could be filled from the local area, as the surrounding area contains an ample supply of potential employees. Therefore, it is not anticipated that the labor demand caused by the proposed Project would result in the addition of residents within Riverside County or surrounding jurisdictions, or trigger the need for affordable housing. Therefore, the Project is not expected to be a catalyst for any population growth and no impact associated with population projections or affordable housing needs would occur.

The on-site employment generation would not induce substantial growth in the area because it is anticipated that the Project's future employees would already be living in the Riverside County area. The Project does not propose the construction of any new homes or dwelling units that would directly result in the introduction of new residents to the area. Indirect population growth has the potential to occur when infrastructure improvements are proposed. Increased road access and availability of utility connections are a byproduct of the proposed Project. However, the proposed improvements are specific to the Project and Project-related improvements would not extend beyond the Project site's frontage. The Project would not improve any roadways beyond what was already planned by the County of Riverside. Surrounding properties that would have access to or benefit from such improvements have a General Plan land use designation of L-I and B-P. The L-I and B-P land uses are not considered to be population inducing, as they would have similar characteristics to the proposed Project (the employees for such developments would most likely come from within the County for the same reasons as those discussed for this Project). Accordingly, the proposed Project would have no impact related to directly or indirectly inducing substantial population growth in the area.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.14 Public Services

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
30. Fire Services Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?	☐	☐	☒	☐

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County Fire Department, "Station Locator" (RCFD, n.d.); Riverside County Ordinance No. 787, Fire Code (Riverside County, 2017d); Riverside County Ordinance No. 659, Establishing a Development Impact Fee Program (Riverside County, 2015d); Google Earth Pro (Google Earth Pro, 2020)

Findings of Fact:

a) The Project site receives fire protection services from the Riverside County Fire Department (RCFD). Development of the Project site with a warehouse building has the potential to increase the frequency of fire protection calls to the site. RCFD Station 90 is the closet fire station to the Project site located approximately 1.8 miles to the southeast of the site at 333 Placentia Avenue, Perris, CA 92571. RCFD Station 59 is located at 21510 Pinewood Street, approximately 2.1 miles east of the Project site (RCFD, n.d.; Google Earth Pro, 2020). To ensure adequate fire protection for all residents of Riverside County, the Riverside County Department of Building and Safety and the RCFD enforce fire standards as they review building plans and conduct building inspection and review structures for compliance with the California Code, including Public Resources Code Sections 4290-4299 and California Government Code Section 51178 that address fire safety and Riverside County Ordinance No. 787 (Fire Code Standards) (Riverside County, 2017d, p. 4.17-23).

   Although the Project's increased demand on fire services could impact the RCFD's response times, the impact under CEQA is determined to be less than significant because the Project would be served from existing RCFD fire stations and would not require the construction of a new fire station or physical alteration of an existing fire station. The Project Applicant would be required to comply with Riverside County Ordinance No. 659 (the County Development Impact Fee (DIF)), which requires a fee payment by developers for the funding of public facilities, including fire protection facilities. Therefore, impacts would be less than significant.

Applicable Regulatory Requirements

- Prior to building permit inspection, the Project Applicant is required to comply with the County's DIF Ordinance (Riverside County Ordinance No. 659), which requires payment of a development mitigation fee to assist in providing revenue that the County can use to improve public facilities and/or equipment, to offset the incremental increase in the demand for public services, including the need for fire protection services that would be created by the Project.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigated Incorporated*	*Less than Significant Impact*	*No Impacts*
31. Sheriff Services Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for	☐	☐	☒	☐

	Potentially Significant Impact	*Less than Significant with Mitigated Incorporated*	*Less than Significant Impact*	*No Impacts*
new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for sheriff services?				

Source: Riverside County Ordinance No. 659, Establishing a Development Impact Fee Program (Riverside County, 2015d); Riverside County General Plan Safety Element (Riverside County, 2016c); Riverside County General Plan Update Draft Environmental Impact Report (EIR) No. 521, Section 4.17, Public Facilities (Riverside County, 2015b)

Findings of Fact:

a) The Project site receives police protection services from the Riverside County Sherriff Department (RCSD). Development of the Project site with a warehouse facility has the potential to increase the frequency of sheriff calls to the site due to the addition of structures, traffic, and workers. The RCSD Perris Station, located at 137 North Perris Boulevard, Suite A, Perris, CA 92570 would provide sheriff services to the Project site and vicinity of the site. As discussed in Riverside County General Plan Update, Draft EIR No 521, in terms of changes to existing levels of service, localized development increases would incrementally create demand for additional law enforcement personnel and services in specific areas; however, none of the increases would trigger the need for new or improved facilities in order to meet the demand. The additional personnel (officers, supervisors, and support staff), equipment and vehicles necessary could readily be accommodated by existing facilities. In addition, the Project would comply with the existing regulatory policies and General Plan policies that would further reduce any impacts to law enforcement services associated with the Project to less than significant levels. (Riverside County, 2015b, pp. 4.17-34-35)

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
32. Schools	☐	☐	☒	☐

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for school services?				

Source: Riverside County General Plan Appendix F-1, Population and Employment Forecasts (Riverside County, 2015a); Riverside County Ordinance No. 659, Establishing a Development Impact Fee Program (Riverside County, 2015d); Senate Bill 50 Greene (CA Legislative Information, 1997)

Findings of Fact:

a) Because the subject property would be developed with non-residential uses that would not directly generate any school-aged children requiring public education, development of the subject property with one warehouse building would not create a direct demand for public school services, nor would it indirectly draw a substantial number of students to the area for the reasons discussed above. In summary, jobs and housing data presented in Appendix F-1 to Riverside County General Plan Update (GPA No. 960) demonstrates that future employees of the Project would primarily consist of existing County residents; as such, the Project would not affect the existing or projected housing supply, and thus it would not generate a school-aged population in the County (Riverside County, 2015a, Appendix F-1, pp. 8-9). As such, the proposed Project would not directly cause or contribute to a need to construct new or physically altered public school facilities.

   Although the Project would not directly create a demand for additional public school services, the Project Applicant would still be required to contribute fees to the Val Verde Unified School District (VVUSD) in compliance with California Senate Bill 50 (SB 50, Greene), California Government Code Sections 65995.5 to 65998, which allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs. The payment of school mitigation impact fees authorized by SB 50 is deemed to provide "full and complete mitigation of impacts" on school facilities from the development of real property (California Government Code § 65995). (CA Legislative Information, 1997)

   Project implementation would not result in or require new or expanded public school facilities. In addition, no schools are located on the site or are planned to be located on the site, therefore, there

is no potential for the Project to have a direct physical impact on school services. For these reasons, impacts to school services would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
33. Libraries Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for library services?	☐	☐	☒	☐

Source: Riverside County General Plan Appendix F-1, Population and Employment Forecasts (Riverside County, 2015a); Riverside County Ordinance No. 659, Establishing a Development Impact Fee Program (Riverside County, 2015d)

Findings of Fact:

a) Development of the Project site with one light industrial warehouse building and associated site improvements would not directly create a demand for public library facilities and would not directly result in the need to modify existing or construct new library buildings. Demand placed on libraries is based on the generation of a resident population associated with a person's place of residence, and not typically their place of employment. As discussed above, based on the County wide jobs and housing data presented in Appendix F-1 to Riverside County General Plan Update (GPA No. 960), the Project would not result in an increase in the County's population and would therefore not directly result in an increased demand for library facilities (Riverside County, 2015a, Appendix F-1, pp. 8-9). Accordingly, Project-related impacts to library facilities would be less than significant. There are no other public services for which Project-related service demands would have the potential to physically impact public facilities. The Project Applicant would be required to comply with the County's DIF Ordinance (Riverside County Ordinance No. 659) which requires a fee payment by developers for the funding of public facilities, including public libraries and other public facilities (Riverside County, 2015d).Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
34. Health Services Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for health services?	☐	☐	☒	☐

Source: Riverside County General Plan Appendix F-1, Population and Employment Forecasts (Riverside County, 2015a); Riverside County Ordinance No. 659, Establishing a Development Impact Fee Program (Riverside County, 2015d)

Findings of Fact:

a) As indicated above, based on the jobs and housing data presented in Appendix F-1 to Riverside County General Plan Update (GPA No. 960), implementation of the proposed Project is not anticipated to result in an increase in the County's population because Riverside County as a whole has an abundance of housing relative to jobs (Riverside County, 2015a, Appendix F-1, pp. 8-9). As such, it is not anticipated that the proposed Project would result in a substantial increase in demand for public and/or private health care facilities. Moreover, the provision of private health care, which serves a majority of County residents, is largely based on economic factors and demand and is beyond the scope of analysis required for this MND. Nonetheless, the Project could result in an incremental increase in demand for health services associated with the Project's addition of employees in the area. Existing public health facilities would accommodate nominal increases in demand, such as demand from the Project. Project implementation would not result in or require the physical construction, expansion, or alteration of public health facilities; therefore, impacts would be less than significant. The Project Applicant would be required to comply with the County's DIF Ordinance (Riverside County Ordinance No. 659), which requires a fee payment by developers for the funding of public facilities, including public health facilities (Riverside County, 2015d).

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.15 Recreation

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
35. Parks and Recreation a. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
b. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
c. Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	☐	☐	☒	☐

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County GIS Database (RCIT, 2020); Riverside County Ordinance No. 659, Establishing a Development Impact Fee Program (Riverside County, 2015d); Riverside County Ordinance. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications) (Riverside County, 2014); Riverside County General Plan, Circulation Element (Riverside County, 2017)

Findings of Fact:

a) The Project does not propose to construct any recreational facilities; therefore, no impacts from proposed recreational facilities would result from the Project.

b) The Project proposes a light industrial land use that would not directly result in an increase in the County's population. Although the jobs generated by the Project have the potential to result in some new residents within the County, it is expected that a majority of the jobs created would be filled by existing County residents. As such, the Project would not result in a substantial increase in demand for the construction or expansion of recreational facilities, and no impact would occur.

c) County Service Areas (CSA) facilities operated by the County of Riverside include County-owned and maintained parks and community centers (Riverside County, 2015b, p. 4.16-10). According to

Riverside County GIS, the Project site is located within Community Service Areas #89 (RCIT, 2020). CSA #89 was established for lighting and landscape maintenance and was not established for the purpose of maintaining parks or recreation facilities (LAFCO, 2006). The Project site is not located within the boundaries of any adopted Community Parks and Recreation Plan and the park dedication and park fee requirements of Riverside County Ordinance No. 460, Section 10.35 (Park and Recreation Fees and Dedications), only apply to residential subdivisions. Therefore, the Project is not subject to a recreational CSA or payment of Quimby Fees, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	***Less than Significant with Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
36. Recreation Trails a. Include the construction or expansion of a trail system?	☐	☐	☐	☒

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County General Plan Figure C-6, Riverside County Trails and Bikeway System (Riverside County, 2015a)

Findings of Fact:

a) The closest planned bikeway is a Class II Bike Path along Cajalco Expressway located approximately 0.8-mile north of the Project site (Riverside County, 2016b, Figure C-6; Google Earth Pro, 2020). The closest planned recreation trail is an Urban/Suburban Regional Trail along Placentia Avenue located approximately 0.5-acre south of the Project site (Riverside County, 2016b, Figure C-6; Google Earth Pro, 2020). No trail system nor recreational facilities are proposed as part of the Project. Thus, the Project would not result in the use of existing recreational trails that could have a significant environmental effect. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.16 Transportation

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
37. Transportation a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Cause an effect upon, or a need for new or altered maintenance of roads?	☐	☐	☒	☐
e. Cause an effect upon circulation during the project's construction?	☐	☐	☒	☐
f. Result in inadequate emergency access or access to nearby uses?	☐	☐	☒	☐

Source: Project Application Materials (HPA, 2020a) (Webb, 2020a); Riverside County General Plan (Riverside County, 2015a); Riverside County General Plan, Circulation Element (Riverside County, 2017); Urban Crossroads, Traffic Impact Analysis (Urban Crossroads, Inc., 2020f); Urban Crossroads, Vehicle Miles Traveled (VMT) Analysis (Urban Crossroads, Inc., 2020g)

Findings of Fact:

a) In accordance with Senate Bill (SB) 743, the California Natural Resources Agency (CNRA) adopted changes to the CEQA Guidelines in December 2018, which identify that starting on July 1, 2020, vehicle miles traveled (VMT) is the appropriate metric to evaluate a project's transportation impacts. As of December 2018, when the revised CEQA Guidelines were adopted, automobile delay, as measured by "level of service" (LOS) and other similar metrics, no longer constitutes a significant environmental effect under CEQA. Lead agencies in California are required to use VMT to evaluate project-related transportation impacts. Nonetheless, a summary discussion of level of service (LOS) performance standards for intersections in the Project's study area is presented below.

The Project is estimated to generate a total of 916 passenger- car-equivalent (PCE) trip-ends per day on a typical weekday with approximately 77 AM PCE peak hour trips and 76 PM PCE peak hour trips (Urban Crossroads, Inc., 2020f, p. 3).

Table 5-16 Trip Generation Summary (PCE)

Project	Quantity	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Project Trip Generation Summary (PCE)									
Harvill & Rider Warehouse									
General Light Industrial (15%)	50.249	TSF							
Passenger Cars:			24	3	27	3	22	25	196
Truck Trips:									
2-axle:			4	1	5	0	3	3	30
3-axle:			2	0	2	0	2	2	20
4+-axle:			9	1	10	1	8	9	72
- Truck Trips (PCE)			*15*	*2*	*17*	*1*	*13*	*14*	*122*
High-Cube Transload Short-Term Warehouse (85%)	284.746	TSF							
Passenger Cars:			12	4	16	6	16	22	270
Truck Trips:									
2-axle:			1	0	1	0	1	1	32
3-axle:			2	1	3	1	2	3	54
4+-axle:			10	3	13	3	8	11	242
- Truck Trips (PCE)			*13*	*4*	*17*	*4*	*11*	*15*	*328*
TOTAL TRIPS (PCE)			***64***	***13***	***77***	***14***	***62***	***76***	***916***

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

[2] TSF = Thousand Square Feet

[3] Vehicle Mix Source: City of Fontana Truck Trip Generation Study, August 2003.

[4] Truck Mix Source: SCAQMD Warehouse Truck Trip Study Data Results and Usage (2014).
Normalized % - Without Cold Storage:
16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.5% 4-Axle trucks

[5] PCE rates are per SBCTA (more conservative than Riverside County).

Urban Crossroads assessed potential impacts to traffic and circulation for each of the following conditions on three intersections that would receive 50 or more peak hour trips: the intersection of Harvill Avenue and Rider Street, and the intersections of the two proposed Project driveways, one at Rider Street and a second at Harvill Avenue.

Existing (2019) Conditions:

All of the study area intersections are currently operating at an acceptable LOS. (Urban Crossroads, Inc., 2020f, p. 8)

Existing Plus Project (E+P) Conditions:

All study area intersections are anticipated to continue to operate at acceptable LOS for E+P traffic conditions. (Urban Crossroads, Inc., 2020f, p. 8)

Existing Plus Ambient Growth Plus Project (EAP) (2021) Conditions:

Under EAP (2021) traffic conditions, the I-215/Placentia Avenue interchange is assumed to be in place based on discussions with County of Riverside staff. All study area intersections are anticipated to continue to operate at acceptable LOS for EAP (2021) traffic conditions. (Urban Crossroads, Inc., 2020f, p. 8)

Existing Plus Ambient Growth Plus Project Plus Cumulative Projects APC (2021) Conditions:
Under EAPC (2021) traffic conditions, the I-215/Placentia Avenue interchange is assumed to be in place based on discussions with County of Riverside staff. All study area intersections are anticipated to continue to operate at acceptable LOS for EAPC (2021) traffic conditions. (Urban Crossroads, Inc., 2020f, p. 8)

Based on the analysis conducted by Urban Crossroads and summarized in the scenarios above, the proposed Project would not cause any deficiencies in LOS. Although relevant under Threshold a, impacts also would be less than significant because AB 743 states that LOS cannot be used as a determinant of an environmental impact under CEQA. Use of VMT as an environmental impact metric for transportation projects is discretionary under the Section 15064.3 (b) of the CEQA Guidelines (Urban Crossroads, Inc., 2020g, p. 5)

The Project is designed to accommodate pedestrians via sidewalk improvements along its frontage with Harvill Avenue. All Project driveway exits are designed to be stop-sign controlled and sight distances at each Project driveway will be reviewed by the County of Riverside at the time improvement plans are submitted as part of the building permit stage of Project implementation in order to ensure that sight distance meets minimum County safety standards.

The County of Riverside is served by the Riverside Transit Authority (RTA), a public transit agency serving the unincorporated Riverside County region. There are no existing bus routes along the Project site's frontage. The nearest existing transit route to the Project site is RTA Route 41 located less than one mile to the north of the Project site along Cajalco Road/Ramona Expressway; RTA routes 27 and 208 and 212 run along the I-215 Freeway east of the Project site. (Urban Crossroads, Inc., 2020f, p. 23) Because there are no existing or planned public transit facilities along the Project site frontage, and existing bus stops are within walking distance to the Project site, the Project has no potential to conflict with a transit service program. A less than significant impact would occur.

b) Urban Crossroads calculated the Project generated VMT using the most current version of RIVTAM and adjustments in socio-economic data (i.e., employment) for the Project were made to a separate TAZ within the model to reflect the Project's industrial warehouse land use. A separate traffic analysis zone (TAZ) was utilized to isolate vehicle trips to/from the Project. (Urban Crossroads, Inc., 2020g, p. 4) Adjustments to employment for the Project's TAZ were made to the RIVTAM base year model. Project- generated home-based work VMT was then calculated following the VMT calculation procedures identified in Appendix H of the County Guidelines and includes home-based work trips that are both internal and external to the RIVTAM model boundaries. The home-based work VMT value is then normalized by dividing by the number of Project employees. As shown in Table 5-17, *Project VMT Per Employee*, the Project-generated VMT per employee is 13.76 (Urban Crossroads, Inc., 2020g, p. 4). The County Guidelines identifies a threshold of 14.24 VMT per employee for office and industrial uses (Riverside County, 2020). Therefore, the Project would not exceed the County threshold of 14.24 VMT per employee, and the impacts to VMT would be less than significant

Table 5-17 Project VMT Per Employee

	Project
Home-based Work VMT	4,472
Employment	325
VMT per Employee	13.76

(Urban Crossroads, Inc., 2020g, Table 2)

The Project is proposing to construct site adjacent roadway improvements on the eastern side of Harvill Avenue, including sidewalk and bicycle lanes consistent with the Riverside County General Plan. The construction of these site adjacent roadway facilities consistent with the General Plan is not expected to significantly alter regional or interregional travel as they would not provide new or significantly enhanced capacity to a regional highway corridor. (Urban Crossroads, Inc., 2020g, p. 5)Impacts would be less than significant.

c) The Project site is located in a portion of Riverside County around the I-215 corridor that is developing as an employment center, containing business park, distribution warehousing, e-commerce, and light industrial land uses. As described in Section 2.0, the Project site is bound on the west by Harvill Avenue, on the south by Rider Street, and on the east by the RCTC/Metrolink railway. The Riverside County General Plan and MVAP designate surrounding properties the north of the Project site as M-H. In addition, properties south of Rider Street are zoned M-H, and properties west of Harvill Avenue are zoned M-SC and Industrial Park (I-P). (RCIT, 2020). According to Ordinance No. 625, these uses do not meet the definition of agricultural activity. Also, the Project is not incompatible with surrounding uses.

As described in Section 3.0, the Project Applicant would be required to construct AC pavement, driveway, sidewalk, curb and gutter along its frontages with Rider Avenue and Harvill Avenue. The truck court would be devoid of landscaping to avoid inference with truck movements. Furthermore, all Project driveways are designed to be stop-sign controlled and sight distances at each Project driveway will be reviewed by the County of Riverside at the building permit stage of Project implementation at the time the roadway improvement plans are submitted in order to ensure that sight distance meets minimum County safety standards.

As discussed in Section 3.0, both driveways would be 40-foot and provide full access for passenger cars and trucks. The types of traffic generated by the Project (i.e., passenger cars and trucks) would be compatible with the type of existing traffic on Project Study Area roadways. In addition, proposed roadway improvements along the Project site frontage would occur within the existing and planned public rights-of-way and be installed following County design standards. The County of Riverside Transportation Department reviewed the Project's Plot Plan application materials and determined that no hazardous transportation design features would be introduced by the Project. All improvements planned as part of the Project would be in conformance with applicable Riverside County roadway standards, and would not result in any hazards due to a design feature and would not result in inadequate emergency access. Therefore, impacts would be less than significant.

d) As described in Section 2.0, the proposed Project would make improvements to the public street along the Project site's frontage with Rider Street and Harvill Avenue. These improved roadways would require routine, intermittent maintenance; however, maintenance of public streets along the Project's frontage to Rider Street and Harvill Avenue would not result in any significant impacts to the environment. The Project would contribute traffic to off-site public roadways; however, public roads require periodic maintenance as part of their inherent operational activities, and such maintenance would not result in substantial impacts to the environment. Public roadway maintenance would be funded through the Project Proponent's payment of DIF and the Project site owner(s) future payment of property taxes. Maintenance of roads would not result in any new impacts to the environment beyond that which is already disclosed and mitigated by this MND. Therefore, the Project's potential to cause an effect upon, or a need for new or altered maintenance of roads, would be less than significant.

e) During the construction phase of the Project, traffic to and from the Project site would be generated by activities such as construction employee trips, delivery of construction materials, and use of heavy equipment. Vehicular traffic associated with construction employees would be substantially less than daily and peak hour traffic volumes generated during Project operational activities, especially because construction activities typically begin and end outside of the peak hour; therefore, a majority of the construction employees would not be driving to or from the Project site during hours of peak congestion. Traffic volumes from construction workers is not expected to result in a substantial adverse effect to the local roadway system because most trips would occur during non-peak hours. Deliveries of construction materials to the Project site would also have a nominal effect to the local roadway network because most trips would occur during non-peak hours.

   Construction materials would be delivered to the site throughout the construction phase based on need and would not occur on an everyday basis. Heavy equipment would be utilized on the Project site during the construction phase. Because most heavy equipment is not authorized to be driven on public roadways, most equipment would be delivered and removed from the site via flatbed trucks. As with the delivery of construction materials, the delivery of heavy equipment to the Project site would not occur on a daily basis, but would occur periodically throughout the construction phase on need. Rider Avenue and Harvill Avenue would remain open with no reasonably foreseeable lane closures. Therefore, the Project's potential to cause an effect upon circulation during the Project's construction would be less than significant.

f) The Project site does not provide access to any abutting parcels or nearby uses. Therefore, there is no potential for the Project to result in inadequate emergency access or access to nearby uses During the course of the County of Riverside's review of the proposed Project, the County evaluated the Project's design, including but not limited to, the layout of the Project's proposed logistics warehouse building, drive aisles, parking lots, and truck court, to ensure that the Project would provide adequate emergency access and access to nearby uses at Project buildout. Furthermore, as described above, the Project would provide adequate emergency access along abutting roadways during temporary construction activities within the public right-of-way. In addition, the proposed Project would be required to comply with Riverside County Ordinance Nos. 460 and 461, which regulate access road

provisions. With required adherence to County requirements for emergency access, impacts would be less than significant.

Project Design Requirements

- Prior to issuance of building permits, the Project Applicant would be required to pay appropriate Development Impact Fee Program (DIF) fees at the rates then in effect in accordance with Riverside County Ordinance No. 659.

- Prior to final building inspection, the Project Applicant would be required to pay appropriate Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance (TUMF) fees at the rates then in effect in accordance with Riverside County Ordinance No. 824.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	***Less than Significant with Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
38. Bike Trails a. Include the construction or expansion of a bike system or bike lanes?	☐	☐	☒	☐

Source: Project Application Materials (HPA, 2020a) (Webb, 2020a); Riverside County General Plan, Circulation Element (Riverside County, 2017); Traffic Impact Analysis (Urban Crossroads, Inc., 2020f); (Google Earth Pro, 2020)

Findings of Fact:

a) The Project is proposing to construct site adjacent roadway improvements on the eastern side of Harvill Avenue, including sidewalk and bicycle lanes. However, impacts associated with the roadway improvement is inherent to the Project's construction phase, and such impacts have been evaluated throughout this EIR. Where significant impacts have been identified, feasible mitigation measures have been identified to reduce impacts to the maximum feasible extent. There are no impacts associated with the bike lane installation not already addressed herein. As such, impacts would be less than significant.

Mitigation: Mitigation is not required.

Monitoring: Monitoring is not required.

5.1.17 Tribal Cultural Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
39. Tribal Cultural Resources Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☒	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe).	☐	☒	☐	☐

Source: Project Application Materials (HPA, 2020a) (Webb, 2020a); Phase I Cultural Resources Assessment for the Harvill and Rider Project (BFSA, 2020a); County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standards Scopes of Work (Riverside County, 2009a); Public Resources Code Section 5020.1 (PRC 5020.1, 1974); Public Resources Code Section 5024.1 (PRC 5024.1, 1993), Native American Consultation.

Findings of Fact:

a-b) Changes in the California Environmental Quality Act, effective July 2015, require that the County address a new category of cultural resources – tribal cultural resources – not previously included within the law's purview. Tribal Cultural Resources are those resources with inherent tribal values that are difficult to identify through the same means as archaeological resources. These resources can be identified and understood through direct consultation with the tribes who attach tribal value to the resource. Tribal cultural resources may include Native American archaeological sites, but they may also include other types of resources such as cultural landscapes or sacred places. The appropriate treatment of tribal cultural resources is determined through consultation with tribes.

In compliance with Assembly Bill 52 (AB52), notices regarding this project were mailed to all requesting tribes on March 6, 2020. No response was received from Cahuilla Band of Indians or the Colorado River Indian Tribes (CRIT). The Morongo Band of Mission Indians and the Pala Band of Mission Indians declined consultation.

Consultations were requested by the Pechanga band of Luiseno Indians, the Rincon Band of Luiseno Indians and the Soboba Band. Consultation with Pechanga was initiated on May 13, 2020. On June 3, 2020 the cultural study, geologic study and site plan exhibits were provided to the Tribe. Meetings were set with Pechanga (tribe) on June 17, 2020, July 2, 2020 and July 31, 2020 and each of these meetings were cancelled by the Tribe. On August 11, 2020 the project conditions of approval were provided to the Tribe. On September 28, 2020 another communication was sent to Pechanga requesting the information the Tribe had agreed to provide. There was no response to this email and consultation was concluded by Riverside County Planning staff on November 6, 2020.

Consultation was initiated with Rincon on May 13, 2020. The cultural study, geologic study and site plan exhibits were provided to the Tribe on June 2, 2020. On June 18, 2020 the cultural report was resent to the Tribe and consultation was concluded on the same day. As discussed under Thresholds 9.a., b., and c., above, no known tribal cultural resources are located on the Project site, but there is a potential for such resources to be located beneath the surface of the site and discovered during the Project's ground-disturbing construction activities. If such resources are encountered, impacts have the potential to be significant if they are not property identified and treated. Mitigation Measure CUL MM-1 and CUL MM-2 would create a monitoring program with sufficient detail, including onsite monitors, staff training, and procedures/processes for any inadvertent resources that may be discovered at the Project site. Mitigation Measure CUL MM-3 addresses procedures that must be undertaken in the event that human remains are discovered, including remains that are identified as Native American. Thus, impacts would be reduced to less than significant levels with mitigation incorporated.

Mitigation: Mitigation Measure CUL MM-2 requires Native American monitoring. Mitigation Measure CUL MM-3 is required to ensure proper adherence to State laws regarding discovery of human remains. Implementation would ensure that any potential impacts are reduced to less-than significant levels. Refer to CUL MM-2 and CUL MM-3 above under Thresholds 9.a., b., and c.

Monitoring: Monitoring is required. Refer to CUL MM-2 and CUL MM-3 above under Thresholds 9.a., b., and c.

5.1.18 Utilities/Service Systems

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
40. Water a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Eastern Municipal Water District (EMWD) Will Serve Letter (EMWD, 2020) (EMWD, 2020); EMWD 2015 Urban Water Management Plan (EMWD, 2016a): EMWD Water System Planning & Design, Principal Guidelines Criteria (EMWD, 2007)

Findings of Fact:

a) Water demand associated with the proposed Project would consist of interior plumbing devices (e.g., sinks, toilets, faucets) as well as outdoor landscape irrigation. The Project's water, sewer, and storm drain lines would be connected to existing lines in Harvill Avenue and Rider Street. Potential impacts associated with the installation of on-site and off-site utility improvements are evaluated throughout this MND and mitigation measures are identified for construction-related effects that would reduce construction-phase impacts to the maximum feasible extent. There would be no significant impacts specifically related to the installation of water, wastewater, or storm drain infrastructure beyond the overall construction-related effects of the Project as a whole. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) EMWD is responsible for supplying potable water to the Project site and its region. The Project would be consistent with Riverside County's General Plan land use designation (LI). According to EMWD's Water System Planning & Design, commercial and industrial development have the same average day water demand rate (2,000 gpd per acre) (EMWD, 2007, p. 4). As discussed in the 2015 EMWD Urban

Water Management Plan, herein incorporated by reference as the "UWMP," which applies to and was adopted by the EMWD, adequate water supplies are projected to be available to meet EMWD's estimated water demand through 2040 under normal, historic single-dry and historic multiple-dry year conditions (EMWD, 2016a, p. XV). EMWD forecasts for projected water demand are based on the population projections of SCAG, which rely on the adopted land use designations contained within the general plans that cover the geographic area within EMWD's service. Because the Project's water demand would be identical to the projection for the site's existing land use designation (as mentioned above), EMWD would have sufficient water supplies available to serve the Project from existing entitlements/resources and no new or expanded entitlements are needed.

EMWD provided a Will Serve letter stating that EMWD is willing to provide water and sewer services to the proposed Project (EMWD, 2020). Pursuant to CEQA Guidelines Section 15155 (a)(1)(E), a Water Supply Analysis is not required for the proposed Project because the Project does not involve a land use that would house more than 1,000 persons, occupy more than 40 acres of land, or have more than 650,000 SF of floor area. Therefore, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	***Less than Significant with Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
Would the project:				
41. Sewer a. Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	☐	☐	☒	☐
b. Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Eastern Municipal Water District, Perris Valley Regional Water Reclamation Facility, Fact Sheet (EMWD, 2016b); EMWD Sanitary Sewer System Planning & Design Principle Guidelines Criteria (EMWD, 2006)

Findings of Fact:

a) The Project's sewer lines would be connected to existing lines in Harvill Avenue and Rider Street. The installation of sewer lines and connections as proposed by the Project would result in physical impacts; however, these impacts are considered to be part of the Project's construction phase and are evaluated throughout this MND accordingly. In instances where significant impacts have been identified for the Project's construction phase, mitigation measures are recommended in each applicable subsection of this MND to reduce impacts to less-than-significant levels. The construction of sewer lines necessary to serve the proposed Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this MND. Accordingly, additional mitigation measures beyond those identified throughout this MND would not be required. Impacts would be less than Significant.

b) Wastewater generated by the Project would be treated by the EMWD, which operates the Perris Valley Regional Water Reclamation Facility (PVRWRF). The PVRWRF has a current capacity of 22 million gallons per day (gpd), and receives typical daily flows of 13.8 million gpd. The ultimate planned capacity at the PVRWRF is 100 million gpd. In March 2014, EMWD completed the most recent expansion of the PVRWRF. With an ultimate capacity of 100 mgd, EMWD says that the facility is poised to meet the current and future demands to the region as well as help to meet the increasing demand for recycled water throughout EMWD's service area. (EMWD, 2016b, p. n.p.)

   According to information available from the EMWD, industrial uses generate approximately 1,700 per acre of wastewater for light industrial land uses, so the proposed Project would generate approximately 25,109 gallons (0.025 million gallons) of wastewater per day (1,700 gpd per acre × 14.77 Project acres = 25,109 gpd) (EMWD, 2006, Table 1). Under existing conditions, the Perris Valley Regional Water Reclamation Facility has an excess treatment capacity of approximately 8.2 million gallons per day (mgpd). Implementation of the Project would utilize approximately 0.3 percent of the Perris Valley Regional Water Reclamation Facility daily excess treatment capacity (0.025 mgpd ÷ 8.2 mgpd = 0.3 percent) (EMWD, 2016b). Accordingly, the Perris Valley Regional Water Reclamation Facility has sufficient capacity to treat wastewater generated by the Project in addition to existing commitments. The Project would not create the need for any new or expanded wastewater facility (such as conveyance lines, treatment facilities, or lift stations). Because there is adequate capacity at existing treatment facilities to serve the Project's projected sewer demand, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
42. Solid Waste a. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
b. Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	☐	☐	☒	☐

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); CalRecycle, "SWIS Facility/Site Search" (CalRecycle, 2019a); SWIS Facility Detail: Badlands Sanitary Landfill (CalRecycle, Badlands, 2019b); SWIS Facility Detail: El Sobrante Sanitary Landfill (CalRecycle, El Sobrante, 2019c); SWIS Facility Detail: Lamb Canyon Sanitary Landfill (CalRecycle, Lamb Canyon, 2019d): EPA Estimating 2003 Building Related Construction and Demolition Amounts (EPA, 2009); Legislative Counsel Bureau of California, Assembly Bill No. 939 (Legislative Counsel Bureau of California, 2015); Legislative Counsel Bureau of California, Public Resources Code Section 42911 (Legislative Counsel Bureau of California, 2005); Legislative Counsel Bureau of California, Assembly Bill 341, Chesbro. Solid Waste: Diversion (Legislative Counsel Bureau of California, 2011)

Findings of Fact:

a) Implementation of the proposed Project would generate an incremental increase in solid waste volumes requiring off-site disposal during short-term construction and long-term operational activities. The Project would be required to comply with AB 939, which requires a minimum of 50 percent of all construction waste and debris to be recycled. Additionally, the Project would be required to comply with mandatory waste reduction requirements as described below. Solid waste generated by the Project would be disposed at the El Sobrante Landfill, the Badlands Sanitary Landfill, and/or the Lamb Canyon Sanitary Landfill. Existing capacities at each of these landfills is discussed below and shown on Table 5-18, *Permitted and Remaining Capacity of Area Landfills*, shows the maximum daily capacity and total remaining capacity for these landfills.

Table 5-18 Permitted and Remaining Capacity of Area Landfills

Landfill	Maximum Capacity (Tons/Day)	Maximum Permitted Capacity (Cubic Yards)	Remaining Capacity (Cubic Yards)
El Sobrante	16,054	209,910,000	143,977,170[1]
Lamb Canyon	5,000	38,935,653	19,242,950[2]
Badlands	4,800	34,400,000	15,748,799[3]

[1] Remaining capacity as of April 1, 2018, which is the most recent information reported by CalRecycle.
[2] Remaining capacity as of January 8, 2015, which is the most recent information reported by CalRecycle.
[3] Remaining capacity as of January 1, 2015, which is the most recent information reported by CalRecycle.
(CalRecycle, 2019a)

Construction Impact Analysis

Solid waste requiring disposal would be generated by the construction process, primarily consisting of discarded materials and packaging. Based on the size of the Project (334,922 SF building) and the United States Environmental Protection Agency's (U.S. EPA) construction waste generation factor of 4.34 pounds per square foot for non-residential uses, approximately 726.78 tons of waste is expected to be generated during the Project's construction phase ([334,922 SF × 4.34 pounds per SF =1,453,561.48 pounds] ÷ 2,000 pounds per ton = 726.78 tons) (EPA, 2009, p. 10). California Assembly Bill 939 (AB 939) requires that a minimum of 50% of all solid waste be diverted from landfills (by recycling, reusing, and other waste reduction strategies). The Project's construction phase is estimated to last for up to 400 days; therefore, the Project is estimated to generate approximately 0.90 tons of solid waste per day during its construction (726.78 tons ÷ 2 = 363.39 ÷ 400 days = 0.90 tons per day) requiring landfill disposal.

Non-recyclable construction waste generated by the Project would be disposed at the El Sobrante Landfill, the Badlands Sanitary Landfill, and/or the Lamb Canyon Sanitary Landfill. As described above, these landfills receive well below their maximum permitted daily disposal volume; thus, the relatively minimal construction waste generated by the Project is not anticipated to cause the landfill to exceed its maximum permitted daily disposal volume. Furthermore, the El Sobrante Landfill, the Badlands Sanitary Landfill, and the Lamb Canyon Sanitary Landfill are not expected to reach its total maximum permitted disposal capacities during the Project's construction period. The El Sobrante Landfill, the Badlands Sanitary Landfill, and the Lamb Canyon Sanitary Landfill have sufficient daily capacity to accept solid waste generated by the Project's construction phase; therefore, impacts to landfill capacity associated with the Project's near-term construction activities would be less than significant.

Operational Impact Analysis

Based on a daily waste generation factor of 1.42 pounds of waste per 100 square feet of industrial building area obtained from CalRecycle, long-term, on-going operation of the Project would generate approximately 1.01 tons of solid waste per day ([1.42 pounds ÷ 100 SF] × 334,922 SF] ÷ 2,000 pounds = 2.37 tons per day) (CalRecycle, 2019a). Pursuant to AB 939, at least 50 percent of the Project's solid waste is required to be diverted from landfills; therefore, the Project would generate a maximum of 0.50 tons of solid waste per day requiring landfilling (2.37 tons per day × 0.50 = 0.497 tons per day). (Legislative Counsel Bureau of California, 2015)

Non-recyclable solid waste generated during long-term operation of the Project would be disposed at the El Sobrante Landfill, the Badlands Sanitary Landfill, and/or the Lamb Canyon Sanitary Landfill. As described above, these landfills receive well below their maximum permitted daily disposal volume; thus, waste generated by the Project's operation is not anticipated to cause the landfill to exceed its maximum permitted daily disposal volume. Because the Project would generate a relatively small amount of solid waste per day as compared to the permitted daily capacities at receiving landfills, impacts to regional landfill facilities during the Project's long-term operational activities would be less than significant.

b) The California Integrated Waste Management Act (AB 939), signed into law in 1989, established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. In addition, the bill established a 50 percent waste reduction requirement for cities and counties by the year 2000, along with a process to ensure environmentally safe disposal of waste that could not be diverted. Per the requirements of the Integrated Waste Management Act, the Riverside County Board of Supervisors adopted the County of Riverside Countywide Integrated Waste Management Plan (CIWMP), which outlines the goals, policies, and programs the County and its cities implement to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates. (Legislative Counsel Bureau of California, 2015)

   In order to assist the County of Riverside in achieving the mandated goals of the Integrated Waste Management Act, the Project's building tenant(s) would be required to work with future refuse haulers to develop and implement feasible waste reduction programs, including source reduction, recycling, and composting. Additionally, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (Public Resources Code § 42911), the Project is required to provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and be in place before occupancy permits are issued. (Legislative Counsel Bureau of California, 2005) Additionally, in compliance with AB 341 (Mandatory Commercial Recycling Program), the future occupant(s) of the proposed Project would be required to arrange for recycling services, if the occupant generates four (4) or more cubic yards of solid waste per week (Legislative Counsel Bureau of California, 2011). The implementation of these mandatory requirements would reduce the amount of solid waste generated by the Project and diverted to landfills, which in turn will aid in the extension of the life of affected disposal sites. The Project would be required to comply with all applicable solid waste statutes and regulations; as such, impacts related to solid waste statutes and regulations would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
43. Utilities Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?				
a. Electricity?	☐	☐	☒	☐
b. Natural gas?	☐	☐	☒	☐
c. Communications systems?	☐	☐	☒	☐
d. Street lighting?	☐	☐	☒	☐
e. Maintenance of public facilities, including roads?	☐	☐	☒	☐
f. Other governmental services?	☐	☐	☒	☐

Source: Project Application Materials (HPA, 2020a; Webb, 2020a)

Findings of Fact:

a-f.) The proposed Project would include connections to existing electricity, natural gas, and communications infrastructure that already exist in the area, and all such connections would be accomplished in conformance with the rules and standards enforced by the applicable service provider. Impacts associated with the construction and operation of electricity, natural gas, communications systems, street lighting, public facilities maintenance, and other governmental services are an inherent part of the Project's construction process and operational characteristics, and the environmental effects associated with the Project's construction phase have been evaluated throughout this MND. Mitigation measures have been identified to reduce construction- and operational-related impacts to the maximum feasible extent. There are no unique conditions associated with the Project's proposed utility service connections that would result in impacts to the environment that have not already been addressed by this MND. Impacts would be less than significant. Refer to Threshold 37(d) for the analysis of the maintenance of roads.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.19 Wildfire

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:				
44. Wildfire Impacts a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒
e. Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Source: Riverside County General Plan Figure S-11 "Wildfire Susceptibility (Riverside County, 2015a);" Riverside County GIS Database (RCIT, 2020); Mead Valley Area Plan (Riverside County, 2016a); California Department of Forestry and Fire Protection (CAL FIRE), Fire Hazard Severity Zones in SRA. Adopted by CAL FIRE on November 7, 2007 (CAL FIRE, 2007a); CAL FIRE Western Riverside County State Responsibility Areas for Fire Protection (CAL FIRE, 2012a)

Findings of Fact:

a-e.) CAL FIRE adopted Fire Hazard Severity Zone (FHSZ) maps for State Responsibility Areas (SRAs) in November 2007. The fire hazard model considers the wildland fuels. Fuel is that part of the natural vegetation that burns during the wildfire. The model also considers topography, especially the

steepness of the slopes. Fires burn faster as they burn up-slope. Weather (temperature, humidity, and wind) has a significant influence on fire behavior. The model recognizes that some areas of California have more frequent and severe wildfires than other areas. Finally, the model considers the production of burning fire brands (embers) how far they move, and how receptive the landing site is to new fires. All SRAs are rated moderate, high or very high fire hazard. (CAL FIRE, 2012a)

According to the Riverside County General Plan Update Draft EIR No. 521, as analyzed by the State Multi-Hazard Mitigation Plan (MHMP), there are three types of fires. Urban fires tend to be of limited extent such as a single building or a block, wildland fires generally occur in open lands, vegetated, and undeveloped, but can occur with some homes in them, and wildland-urban interface (WUI) fires occur in the most hazardous and risky areas where the environment extends into open areas, resulting in a complex mixture of fuels, properties, and threats. (Riverside County, 2015b, p. 4.13-38) As discussed in Section 3.0, the Project site is located in a developed area of Riverside County and is therefore not located in any of these areas that are subject to wildland fires.

According to CAL FIRE adopted FHSZ maps for SRAs, the Project site is not located within an FHSZ in an SRA (CAL FIRE, 2007a) (CAL FIRE, 2012a). Also, as shown in Mead Valley Area Plan Figure 12, *Wildfire Susceptibility*, the Project site is not located in a State Responsibility Area/Federal Responsibility Area or a Local Responsibility Area (LRA) (Riverside County, 2016a, Figure 12).

The Project site is located adjacent to land uses that do not pose a high fire risk as well as being bound by the roadways of I-215, Harvill Avenue, and Rider Street. The Project site is not located in or adjacent to a State Responsibility Area (SRA), nor is the Project site classified as a very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief (CAL FIRE, 2007a; CAL FIRE, 2012a; ALUC, 2011). Because the Project site is not located in an SRA, the Project is not subject to Wildfire Thresholds 44(a) through (e).

In addition, a number of California regulations, including Public Resources Code Sections 4290-4299 and California Government Code Section 51178, would apply to the proposed Project, as well as to every other development project in the area, and would address fire safety. In particular, these sections require minimum State-wide fire safety standards pertaining to: roads for fire equipment access; signage for identifying streets, roads, and buildings; minimum private water supply reserves for emergency fire use; and, fire fuel breaks. In addition, they set fire safety standards for all buildings and structures in, or adjoining, mountainous areas, or forest-, brush- or grass-covered lands or any land covered with flammable material to protect property from wildland fires. Mandatory compliance with California regulations related to fire hazards would reduce the Project's potential to expose people or structures to wildland fire hazard risks. (Riverside County, 2015b, p. 4.17-23)

In addition, to ensure adequate fire protection for all residents of Riverside County, the Riverside County Department of Building and Safety and the RCFD enforce fire standards as they review building plans and conduct building inspections. This includes a review for compliance with Riverside County Ordinance No. 787, which requires, among other measures, the County to review all future building plans to ensure that every building is positioned in a way that allows adequate access for emergency

vehicles and has adequate fire hydrant placement and fire flows. (Riverside County, 2015b, p. 4.17-23) No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.20 Mandatory Findings of Significance

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
45. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

Source: All sources are noted in the appropriate threshold as analyzed within this Initial Study.

Findings of Fact:

a) All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this Initial Study. Throughout this Initial Study, where impacts were determined to be potentially significant, mitigation measures have been imposed to reduce those impacts to less than significant. Accordingly, with incorporation of the mitigation measures imposed throughout this Initial Study, the Project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Impacts would be reduced to less than significant levels with mitigation incorporated.

Mitigation: Mitigation is required. Refer to individual thresholds herein and the attached Mitigation, Monitoring, and Reporting Program (MMRP).

Monitoring: Monitoring is required. Refer to individual thresholds herein and the attached Mitigation, Monitoring, and Reporting Program (MMRP).

Applicable Regulatory Requirements. Applicable regulations and design requirements to which the Project is required to comply are included in this Initial Study. Although these regulations and requirements technically do not meet CEQA's definition for mitigation, they are included herein for information purposes.

	Potentially Significant Impact	***Less than Significant with Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
46. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?	☐	☒	☐	☐

Source: All sources are noted in the appropriate threshold as analyzed within this Initial Study.

Findings of Fact:

a) As discussed throughout this Initial Study, implementation of the proposed Project has the potential to result in effects to the environment that are individually limited, but cumulatively considerable. In all instances where the Project has the potential to contribute to a cumulatively-considerable impact to the environment, mitigation measures have been imposed to reduce potential effects to less than significant. Impacts would be reduced to less than significant levels with mitigation incorporated.

Aesthetics

New development on the Project site and in the surrounding area would change the existing character of the Project's viewshed; however, the proposed Project, as well as all development in the immediate vicinity of the Project would be required to comply with the development regulations and design standards contained in the County's Development Code, which would ensure that minimum standards related to visual character and quality are met to preclude adverse aesthetic effects (e.g., size, scale, building materials, lighting). Accordingly, the Project's aesthetic impacts would not be cumulatively-considerable.

Agriculture and Forest Resources

The Project would have no impact on agricultural resources or forest resources. Therefore, there is no potential for the Project to contribute to a cumulatively considerable impact associated with agriculture and forest resources.

Air Quality

Based on SCAQMD guidance, any direct exceedance of a regional or localized threshold also is considered to be a cumulatively considerable effect, while air pollutant emissions below applicable regional and/or localized thresholds are not considered cumulatively considerable. As discussed in Threshold 6,, the Project would not a) conflict with or obstruct implementation of the applicable air quality plan; b) result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard; c) expose sensitive receptors, which are located within one (1) mile of the Project site, to substantial pollutant concentrations; or d) result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant and the Project would have no potential to cause a cumulatively considerable impacts associated with air quality.

Biological Resources

As discussed under Threshold 7, *Biological Resources*, regarding applicable MSHCP provisions for properties located outside of conservation areas such as the proposed Project, the Project would result in significant direct and cumulatively considerable impacts to the western burrowing owl if the species is present on the site when construction activities commence. The Project site is a within the SKR HCP and effects to SKR habitat are addressed through the SKR HCP. With mandatory payment of SKR fees, impacts would be less than significant on a direct and cumulatively considerable basis. With implementation of mitigation, which required herein as BIO MM-1 and BIO MM-2, direct and cumulatively considerable impacts would be reduced to less than significant.

Cultural Resources

As discussed under Thresholds 8 and 9, *Cultural Resources*, because previously undiscovered subsurface resources that meet CEQA's definition of a significant archaeological resource have the potential to be uncovered by the Project's ground-disturbing construction activities, mitigation is required. With implementation of mitigation, which is required herein as CUL MM-1 through CUL MM-5, to properly identify and treat resources that may be uncovered during the Project's earth-moving activities, impacts would be reduced to less than significant on a direct and cumulatively considerable basis.

Energy

As discussed under Threshold 10, *Energy Impacts*, during construction and operation, the Project and other cumulative developments would be subject to regional, State, and federal requirements related to energy consumption, including requirements related to energy efficiency (e.g., Title 24 energy efficiency requirements) and fuel efficiency. Moreover, energy consumed by the Project is expected be comparable to other light industrial uses of similar scale and intensity that are constructed and operating in California, because the Project does not propose uses or operations that would inherently

result in excessive and wasteful energy consumption. There are no components of the warehouse uses proposed by the Project that would result in the inefficient, wasteful, or otherwise unnecessary use of energy resources on either a direct or cumulatively-considerable basis. Additionally, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. As such, Project-related impacts due to energy consumption would be less-than-cumulatively considerable.

Geology and Soils

Potential effects related to geology and soils are inherently site-specific; therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under this topic. Furthermore, all development proposals would be required to comply with applicable federal, State, and local regulations that are in place to preclude adverse geology and soils effects, including effects related to strong seismic ground shaking, fault rupture, soil erosion, and hazardous soil conditions (e.g., liquefaction, expansive soils, landslides).

Greenhouse Gas Emissions

As discussed in Threshold 20, *Greenhouse Gas Emissions*, global climate change (GCC) occurs as the result of global emissions of GHGs. An individual development project does not have the potential to result in direct and significant GCC-related effects in the absence of cumulative sources of GHGs. The CEQA Guidelines also emphasize that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis (See CEQA Guidelines § 15130(f)).

At Project buildout, the Project's total annual GHG emissions would potentially exceed the Riverside County CAP's annual GHG emissions threshold of 3,000 MTCO2e. Refer to Threshold 20, *Greenhouse Gas Emissions*, for a detailed discussion of the Project's exceedance of 3,000 MTCO2e per year and the Project's subsequent demonstration that the Project surpasses 100 points (equivalent to an approximate 49% reduction in GHG emissions) through the CAP Screening Tables. With implementation of Project design features, mitigation and adherence to applicable regulations, the Project would not cause a significant impact due to a conflict with the County's CAP and impacts related to GHG emissions would not be cumulatively considerable basis. (Urban Crossroads, Inc., 2020d, p. 58)

Hazards and Hazardous Materials

Potential effects related to hazards and hazardous materials are inherently site-specific; therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under this topic.

Hydrology and Water Quality

Construction and operation of the Project and other projects in the Santa Ana River watershed would have the potential to result in a cumulatively considerable water quality impact, including erosion and sedimentation. However, in accordance with applicable federal, State, and local regulations, all development projects would be required to implement plans during construction and operation (e.g.,

SWPPP and WQMP) to minimize adverse effects to water quality, which would avoid a cumulatively-considerable impact.

The Project and other projects in the Santa Ana River Basin would be required to comply with federal, State, and local regulations in order to preclude flood hazards both on- and off-site. Compliance with federal, State, and local regulations would require on-site areas to be protected, at a minimum, from flooding during peak storm events (i.e., 100-year storm) and ensure that proposed development projects would not expose downstream properties to increased flooding risks during peak storm events. Accordingly, a cumulatively-considerable effect related to hydrology and water quality would not occur.

Land Use and Planning

The Project would not physically divide an established community, or conflict with applicable land use/planning documents and the Project is consistent with the County's land use designation and zoning classifications for the Project site; therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact related to land use and planning.

Mineral Resources

The Project would have no impact on mineral resources. Therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under this topic.

Noise

Noise levels diminish rapidly with distance; therefore, for a development project to contribute to a noise-related cumulative impact it must be located in close proximity to another development project or source of substantial noise. There are no construction projects in the immediate vicinity of the Project site that would overlap with Project-related construction activities. Accordingly, cumulatively considerable impacts related to periodic noise and construction-related vibration would not occur. Under long-term operating conditions the Project would comply with the County's Noise Ordinance and would not produce noticeable levels of vibration; therefore, cumulatively considerable impacts related to these issue areas would not occur. The analysis under Threshold 27, *Noise*, demonstrates that the Project would not result in a cumulatively considerable impact related to transportation noise under long-term conditions.

Paleontological Resources

No paleontological resources are identified on or near the Project site; however, grading and excavation activities on the Project site that occur deeper than 4.0 feet in depth in areas of the Project site that are composed of very old alluvial fan sediments (which are mapped by Riverside County as having "High B" paleontological sensitivity), have the potential to unearth paleontological resources that may exist below the ground surface. Similarly, cumulative development in this same geologic formation has the potential to unearth paleontological resources. With implementation of mitigation to properly identify and treat resources that may be uncovered during the Project's earth-moving activities, the Project's impacts would be reduced to less than significant on a direct and cumulatively considerable basis.

Population and Housing

The Project would not implement land uses that generate new residents and would not require the construction of replacement housing. Accordingly, the County has anticipated – and planned for – the growth that would occur on the Project site and there is no potential for the Project to result in an adverse, cumulatively-considerable environmental effect related to population and housing.

Public Services

All development projects in the County of Riverside, including the Project, would be required to pay DIF, a portion of which would be used by the County for the provision of public services to offset the incremental increase in demand for public services which is caused, in part by cumulative development projects. Furthermore, future development would generate an on-going stream of property tax revenue and sales tax revenue, which would provide funds that could be used by the County for the provision of public services. The Project would not directly result in the introduction of new residents to the County and, therefore, would have no potential to result in cumulatively-considerable impacts to resident-serving public facilities such as schools, parks, libraries, and other public facilities or services.

Recreation

The Project would have no impact to recreation facilities. Therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under this topic.

Transportation

As discussed in Threshold 37, *Transportation*, the Project's impacts on the transportation network would be less than significant, when taking in to account ambient growth, cumulative projects, and County guidance for VMT analysis which is based on regional transportation data. Therefore, the Project will not contribute a cumulatively considerable impact under this topic.

Tribal Cultural Resources

As discussed in Threshold 39, *Tribal Cultural Resources*, development activities on the Project site would not impact any known tribal cultural resources. Compliance with tribal consultation requirements required under State law is required by all projects subject to CEQA, which ensures that no cumulatively considerable impact to tribal cultural resources occurs statewide. The County has complied with tribal consultation requirements for the Project and with mitigation, the Project would not contribute to a cumulatively considerable tribal cultural resources impact.

Utilities/Service Systems

The Project would require water and wastewater infrastructure, as well as solid waste disposal, Development of public utility infrastructure is part of an extensive planning process involving service providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of infrastructure plans is intended to ensure that adequate public utility services and resources are available to serve both individual development projects and cumulative growth in the region. Each individual development project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility providers

would allow for the provision of utility services to the Project and other developments. The Project and other planned projects are subject to connection and service fees to offset increased demand and assist in facility expansion and service improvements (at the time of need). Because of the utility planning and coordination activities described above, cumulatively-considerable impacts to utilities and service systems would not occur.

Wildfire

The Project site is not located in an SRA; therefore, no cumulatively considerable impacts associated with wildfire would occur as a result of development of the Project.

Mitigation: Mitigation is required. Refer to individual thresholds herein and the attached Mitigation, Monitoring, and Reporting Program (MMRP).

Monitoring: Monitoring is required. Refer to individual thresholds herein and the attached Mitigation, Monitoring, and Reporting Program (MMRP).

Applicable Regulatory Requirements. Applicable regulations and design requirements to which the Project is required to comply are included in this Initial Study. Although these regulations and requirements technically do not meet CEQA's definition for mitigation, they are included herein for information purposes.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
47. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Source: All sources are noted in the appropriate threshold as analyzed within this Initial Study.

Findings of Fact:

a) The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this Initial Study. In instances where the Project has the potential to result in direct or indirect adverse effects to human beings (air quality and associated effects on human health from air pollutants, and construction-related noise and potential effects on hearing impairment), project design feature best practices and mitigation measures have been applied to ensure impacts do not rise above a level of significance. With required implementation of project design features and the mitigation measures identified in this Initial Study, construction and operation of the proposed Project would not involve any activities that would result

in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

Mitigation: Mitigation is required. Refer to individual thresholds herein and the attached Mitigation, Monitoring, and Reporting Program (MMRP).

Monitoring: Monitoring is required. Refer to individual thresholds herein and the attached Mitigation, Monitoring, and Reporting Program (MMRP).

6.0 References

Documents Appended to this MND

The following reports, studies, and supporting documentation were used in preparing this MND and are bound separately as Technical Appendices. A copy of the Technical Appendices is available for review at the Riverside County Planning Department 4080 Lemon Street, 12th Floor Riverside, CA 92502.

Cited As:	**Source:**
(Apex, 2019a)	Apex, 2019a. *Phase I Environmental Site Assessment 23840 Rider Street Perris, California*. December 5, 2019. MND Technical Appendix G1.
(BFSA, 2020a)	Brian F. Smith and Associates, Inc., 2020a. *A Phase I Cultural Resources Assessment for the Harvill and Rider Project.* January 31, 2020. MND Technical Appendix C.
(BFSA, 2020b)	Brian F. Smith and Associates, Inc., 2020b. *Paleontological Resource Assessment*. February 4, 2020. MND Technical Appendix J.
(GLA, 2020b)	Glenn Lukos Associates, Inc., 2020b. *Biological Technical Report*. November 24, 2020. MND Technical Appendix B1.
(SoCalGeo, 2018a)	Southern California Geotechnical, 2018a. *Geotechnical Investigation Proposed Warehouse*. October 1, 2018. MND Technical Appendix E1.
(SoCalGeo , 2018b)	Southern California Geotechnical, 2018b. *Results of Infiltration Testing.* October 1, 2018. MND Technical Appendix E2.
(SoCalGeo, 2020a)	Southern California Geotechnical, 2020a. *Geotechnical Report Update and Plan Review*. February 18, 2020. MND Technical Appendix E3.
(Urban Crossroads, Inc., 2020a)	Urban Crossroads, Inc. 2020a. H*arvill and Rider Warehouse (PPT190039) Air Quality Impact Analysis County of Riverside.* October 7, 2020. MND Technical Appendix A1.
(Urban Crossroads, Inc., 2020b)	Urban Crossroads, Inc. 2020b. Harvill and Rider Warehouse (PPT190039) *Mobile Source Health Risk Assessment County of Riverside*. October 7, 2020. MND Technical Appendix A2.
(Urban Crossroads, Inc., 2020c)	Urban Crossroads, Inc. 2020c. *Harvill and Rider Warehouse (PPT190039) Energy Analysis County of Riverside*. April 6, 2020. MND Technical Appendix D.
(Urban Crossroads, Inc., 2020d)	Urban Crossroads, Inc. 2020d. *Harvill and Rider Warehouse (PPT190039) Greenhouse Gas Analysis County of Riverside.* August 7, 2020. MND Technical Appendix F.
(Urban Crossroads, Inc., 2020e)	Urban Crossroads, Inc. 2020e. *Harvill and Rider Warehouse (PPT190039) Noise Impact Analysis County of Riverside*. August 4, 2020. MND Technical Appendix I.

Documents Appended to this MND

The following reports, studies, and supporting documentation were used in preparing this MND and are bound separately as Technical Appendices. A copy of the Technical Appendices is available for review at the Riverside County Planning Department 4080 Lemon Street, 12th Floor Riverside, CA 92502.

Cited As:	**Source:**
(Urban Crossroads, Inc., 2020f)	Urban Crossroads, Inc. 2020f. *Harvill and Rider Warehouse (PPT190039) Traffic Impact Analysis County of Riverside*. February 24, 2020. Technical Appendix K1.
(Urban Crossroads, Inc., 2020g)	Urban Crossroads, Inc. 2020g. *Vehicle Miles Traveled (VMT) Analysis* September 16, 2020. Technical Appendix K2.
(Webb, 2020b)	Webb, 2020a. *Preliminary Drainage Study.* November 2020. MND Technical Appendix H1.
(Webb, 2020c)	Webb, 2020b. *Project Specific Water Quality Management Plan.* November 2020. MND Technical Appendix H2.

Documents and Websites Consulted in Preparation of this MND

Cited As:	**Source:**
(CA Legislative Information, 1997)	California Legislative Information, 1997. *SB 50 Greene*. Amended February 25, 1997. Accessed: January 21, 2020. Available online: http://www.leginfo.ca.gov/pub/97-98/bill/sen/sb_0001-0050/sb_50_bill_19980827_chaptered.html
(CCR 15064.5)	California Code of Regulations, Title 14, Chapter 3, Section 15064.5 *Determining the Significance of Impacts to Archaeological and Historical Resources (CCR 15064.5)*. Accessed: April 1, 2019. Available online: http://www.parks.ca.gov/pages/1054/files/california%20code%20of%20regulations.pdf
(CAL FIRE, 2007a)	California Department of Forestry and Fire Protection (CAL FIRE), 2007a. *Fire Hazard Severity Zones in SRA. Adopted by CAL FIRE on November 7, 2007*. Accessed: January 13, 2020. Available online: https://osfm.fire.ca.gov/media/6752/fhszs_map60.pdf
(CAL FIRE, 2007b)	California Department of Forestry and Fire Protection (CAL FIRE), 2007b. *Fact Sheet: California's Fire Hazard Severity Zones*. May 2007. Accessed January 13, 2020. Available online: https://www.sccgov.org/sites/dpd/DocsForms/Documents/Fire_Hazard_Zone_Fact_Sheet.pdf
(CalRecycle, 2019a)	California Department of Resources Recycling and Recovery. *Estimated Solid Waste Generation Rates.* Accessed January 13, 2020. Available online: https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates.

Documents and Websites Consulted in Preparation of this MND

Cited As:	**Source:**
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Mitigation Monitoring and Reporting Program (MMRP)

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
5.1.1 Aesthetics				
Threshold 1.a): Because the Project site is not located within or adjacent to a scenic highway corridor and is not visible from a designated or eligible corridor, the proposed Project would not have a substantial effect upon a scenic highway corridor. **Threshold 1.b):** Due to the lack of public viewing locations on the Project site and the prominence of warehouse buildings being built adjacent to the site and in the surrounding area, as well as the design elements incorporated as part of the Project, the Project would not damage scenic resources or obstruct any prominent scenic vista or view open to the public or result in the creation of an aesthetically offensive site open to public view. **Threshold 1.c):** The proposed Project would be required to comply with the development standards of the zoning designations on the site; therefore; with compliance with the zoning development standards and regulations; the Project's potential to result in a conflict with applicable zoning and other regulations governing scenic quality would be less than significant. **Threshold 2.a):** The Project would be required to comply with Ordinance No. 655; thus, the Project's potential to interfere with the nighttime use of the Mt. Palomar observatory would be less than significant. **Thresholds 3.a and 3.b):** The proposed Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or expose residential property to unacceptable light levels, and impacts	No Impact Less than Significant Less than Significant Less than Significant Less than Significant	**CRDR 5.1.1-1** The Project is required to comply with Riverside County Ordinance No. 655, which is intended to restrict the permitted use of certain light fixtures emitting light into the night sky which could have a detrimental effect on astronomical observation and research. Ordinance No. 655 sets forth requirements for lamp sources and shielding of light emissions for outdoor fixtures to reduce "skyglow" or light pollution that affects day or nighttime views from Mt. Palomar Observatory (located approximately 40 miles southeast of the Project site in northern San Diego County). **CRDR 5.1.1-2** The Project is required to comply with Riverside County Ordinance No. 915, which is intended to provide minimum requirements for outdoor lighting in order to reduce light trespass. Ordinance No. 915 provides regulations on adequate lighting shielding, glare, and light trespass in order to ensure all development in Riverside County installs lighting in a way that does not jeopardize the health, safety, or general welfare of Riverside County residents and degrade their quality of life.	N/A	**N/A**

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
would be less than significant				
5.1.2 Agriculture and Forest Resources				
Threshold 4.a): Because the Project site does not contain land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), the Project has no potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to a non-agricultural use.	No Impact	N/A	N/A	N/A
Threshold 4.b): The Project would not conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve.	No Impact			
Threshold 4.c): Because the Project site is not located within 300 feet of agriculturally zoned property, the proposed Project has no potential to cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm").	No Impact			
Threshold 4.d): There are no components of the proposed Project that would result in changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use, no impact would occur as a result of development of the proposed Project.	No Impact			
Thresholds 5.a, 5.b, and 5.c): Implementation of the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, and because the Project would not result in the loss of forest land or conversion of forest land to non-forest use, no impact would occur as a result of development of the proposed Project.	No Impact			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
5.1.3 Air Quality				
Threshold 6.a): The Project would not result in or cause NAAQS or CAAQS violations. The proposed Project is consistent with the land use and growth intensities reflected in the adopted General Plan. Furthermore, the Project would not exceed any applicable regional or local thresholds. Therefore, the Project is considered to be consistent with the AQMP. Impacts would be less than significant and no mitigation is required. **Threshold 6.b):** The Project would not exceed any applicable thresholds that are designed to assist the region in attaining the applicable national air quality standards. Therefore, the Project's air pollutant emissions would be less than cumulatively considerable and would not contribute to the non-attainment of applicable State and federal standard. Impacts would be less than significant and no mitigation is required. **Threshold 6.c):** The Project would not create or contribute to a CO hotspot and the SCAQMD localized threshold would not be exceeded; therefore, impacts would be less than significant and no mitigation is required. **Threshold 6.d):** The Project would not create objectionable odors affecting a substantial number of people during construction or operation. Impacts would be less than significant and no mitigation is required.	Less than Significant Less than Significant Less than Significant Less than Significant	**CRDR 5.1.3-1** The Project is required to comply with the provisions of the SCAQMD Rule 403 "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads. To comply with Rule 403, and prior to grading permit issuance, the County of Riverside shall verify that notes are specified on the Project's grading plans requiring Rule 403 compliance. Project construction contractors would be required to ensure compliance with the notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. To comply with Rule 403: • In order to limit fugitive dust emissions, all clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines. • The construction contractor(s) shall ensure that all distributed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three (3) times a day, preferably in the mid-morning, afternoon, and after work is done for the day. • The construction contractor(s) shall ensure that traffic speeds on unpaved roads and the Project site area are reduced to 15 miles per hour or less. **CRDR 5.1.3-2** The Project is required to comply with the provisions of the SCAQMD Rule 1113 "Table of Standards" pertaining to VOC emissions by using Low-Volatile Organic Compounds paints (no more than 100 gram/liter of VOC) and/or High-Pressure Low Volume (HPLV) applications. Prior to building permit final inspection, the County of Riverside shall verify a note	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
		requiring Rule 1113 compliance is specified on all building plans. Project contractors would be required to comply with the note and maintain written records of such compliance that can be inspected by the County of Riverside or its designee upon request. **CRDR 5.1.3-3** The Project's construction activities are required to comply with the provisions of the SCAQMD Rule 1186 "PM_{10} Emissions from Paved and Unpaved Roads and Livestock Operations," which requires the use of a street sweeper certified by the SCAQMD, and the use of non-toxic chemical stabilizers for dust control. **CRDR 5.1.3-4** Project construction activities are required to comply with the California Manual on Uniform Traffic Control Devices, which specify that temporary traffic controls shall be provided during construction, such as a flag person, during all phases of construction to facilitate the flow of construction traffic on streets abutting the Project site. **CRDR 5.1.3-5** The Project is required to comply with the California Green Building Standards Code (CALGreen), including all Nonresidential Mandatory Measures, including but not limited to requirements for bicycle parking, parking for clean air vehicles, charging stations, lighting, water conservation, waste reduction, and building maintenance. The provisions of CALGreen reduce energy use and fossil fuel use, which reduce air pollutant emissions. **CRDR 5.1.3-6** Diesel-fueled vehicles at the Project site are required to comply with the California Air Resources Board (CARB) idling restriction requirements, which currently restrict vehicles from idling for more than 5 minutes. Prior to building permit final inspection, the County of Riverside shall verify that signs are posted in the Project's truck courts specifying the idling		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
		restriction requirement. **CRDR 5.1.3-7** The Project is required to comply with the provisions of the SCAQMD Rule 402, "Nuisance" which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public.		
5.1.4 Biological Resources				
Threshold 7.a): No conflict would occur with the SKR HCP, as the Project Applicant would be required to contribute fees pursuant to Ordinance No. 663. Prior to mitigation, the proposed Project has the potential to result in a conflict with the MSHCP due to potential impacts to the burrowing owl. Refer to Biological Resources MM-1 and MM-3. **Thresholds 7.b) and 7.c):** Although no native habitat types are present on the site and no listed species (currently protected by State or federal endangered species acts) are expected to occur due to absence of suitable habitat, the potential presence of BUOW is considered a significant direct and cumulatively considerable impact since the species is migratory and could be present on the Project site at the time that the Project's construction activities. In addition, other migratory bird species protected by the MBTA could be impacted by the Project if active nests are present on the site at the time that nesting habitat (trees and shrubs) are removed. Mitigation is thus required. Refer to Biological Resources MM-1 and MM-2. **Threshold 7.d):** No impacts to wildlife movement corridors or native wildlife nurseries would occur. However, the Project has the potential to impact nesting birds if vegetation is removed during the nesting season (February 1 through August 31). Refer to Biological Resources MM-1 and MM-2.	Less than Significant with Mitigation Incorporated Less than Significant with Mitigation Incorporated Less than Significant with Mitigation Incorporated	**BIO MM-1**: A 30-day pre-construction survey for burrowing owls is required prior to future ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, etc.) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the Project site and/or offsite improvement areas prior to the initiation of ground-disturbing activities, the project proponent shall immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies and will need to coordinate in the future with the RCA and the Wildlife Agencies; this includes the possibility of preparing a Burrowing Owl Protection and Relocation Plan prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure that burrowing owls have not colonized the site since it was last disturbed. If burrowing owls are found, the same coordination described above will be necessary. Monitoring: Monitoring is required. Prior to the issuance of any grading permits, the results of the pre-construction surveys shall be reviewed by the County Environmental Programs Department (EPD) and/or County Biologist. No grading permits shall be issued by the Riverside County Building & Safety Department until EPD and/or the County Biologist verifies that the pre-construction surveys were satisfactorily completed. If burrowing owls colonize the site prior to initiation of grading activities, the Project Biologist shall be responsible for preparing and implementing a	Project Applicant, Project Biologist/ Riverside County Building& Safety Department, County Biologist, Riverside County Environmental Programs Department (EPD)	Prior to the issuance of grading permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
Threshold 7.e): The Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service	Less than Significant with Mitigation Incorporated	Burrowing Owl Protection and Relocation Plan, which shall be reviewed and approved by EPD and the Wildlife Agencies prior to initiating ground disturbance.		
Threshold 7.f): The Project would not have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	No Impact	**BIO MM-2:** As a condition of a grading permit, a migratory nesting bird survey of all trees to be removed from the site shall be conducted by a qualified biologist within 10 days prior to initiating tree removal or vegetation clearing within 500 feet of a mature tree. A copy of the migratory nesting bird survey results report shall be provided to the Riverside County Environmental Programs Department (EPD). If the survey identifies the presence of active nests, then the qualified biologist shall provide the Riverside County EPD with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impacts. The size and location of all buffer zones, if required, shall be subject to review and approval by the Riverside County EPD and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and Riverside County EPD verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests.	Project Applicant, Project Biologist/ County Planning Department, County EPD	Within 10 days prior to initiating tree removal or vegetation within 500 feet of a mature tree
Threshold 7.g): The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no impact would occur as a result of implementation of the Project as proposed on the Project site.	No Impact	**CRDR 5.1.4-1** The Project Proponent is required to comply with Riverside County Ordinance No. 663 (Stephens' Kangaroo Rat Mitigation Fee Ordinance) which requires a per-acre local development and mitigation fee payment prior to the issuance of a grading permit.		
		CRDR 5.1.4-2 The Project Proponent is required to comply		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
		with Riverside County Ordinance No. 810 (Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Fee Program Ordinance), which requires a per-acre local development impact and mitigation fee payment prior to the issuance of a building permit. **CRDR 5.1.4-3** The Project Proponent shall comply with the federal MBTA. (Refer to Biological Resources MM-2 for more detail.)		
5.1.5 Cultural Resources				
Thresholds 8.a) and 8.b): No properties listed in the National Register of Historic Places (NRHP), the Office of Historic Preservation (OHP), Archaeological Determinations of Eligibility (ADOE) or the Directory of Properties in the Historic Property Data File (HPD) are located within the boundaries of the Project site. No impact would occur. **Thresholds 9.a) and 9.b):** During BFSA's survey of the Project site, no archaeological resources or archaeological sites were identified. However, because previously undiscovered significant resources may be uncovered by the Project's ground-disturbing construction activities, the potential exists that previously uncovered undiscovered archaeological resources may be exposed during the Project's ground-disturbing activities. If significant resources are uncovered and are not appropriately treated, impacts would be significant.	No Impact Less than Significant with Mitigation Incorporated	**CUL MM-1:** In the event that previously unidentified cultural resources are discovered, the archaeologist shall have the authority to divert or temporarily halt ground disturbance in the area of discovery to allow for the evaluation of potentially significant cultural resources. The archaeologist shall contact the lead agency at the time of discovery. The archaeologist, in consultation with the lead agency and the Native American representative, shall determine the significance of the discovered resources. The lead agency must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the lead agency before being carried out using professional archaeological methods. **CUL MM-2:** Mitigation requires a Native American Monitor to be present during ground disturbing activities associated with this Project. This is required to ensure that in the event unanticipated tribal cultural resources are identified during ground disturbing activities, they will be assessed properly handled appropriately. Implementation would ensure that any potential impacts are reduced to less-than significant levels.	Project Proponent; Project Archaeologist, County Archaeologist; Native American Representative Consulting Native American Tribe	In the event that previously undiscovered archaeological resources are discovered. Prior to issuance of grading permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
		Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, the Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure**.**		
Threshold 9.c): There is a remote potential that human remains may be unearthed during the Project's ground-disturbing construction activities. This same potential for the discovery of human remains occurs on nearly every construction site that disturbs an undeveloped ground surface. If human remains are found on the site, the developer/permit holder or any successor in interest is required by law to comply with State Health and Safety Code Section 7050.5.	Less than Significant	**CUL MM-4:** If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5. Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native	Project Contractor; Riverside County Coroner; Native American Heritage Commission (applies to all CUL MMs below)	If human remains are discovered on the Project site.

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
		American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant". The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. **CRDR 5.1.5-1** If human remains are found on the Project site, the developer/permit holder or any successor in interest shall comply with the following codes: • Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. The Coroner will have two working days to determine if the remains are subject to his or her authority as part of a crime. • If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission (NAHC) shall be contacted by the Coroner within the period specified by law (24 hours). The NAHC shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, inspect the site of the discovery of the Native American human remains and may recommend means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall make recommendations or preferences for treatment within 48 hours of being granted access to the site.		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
		• Upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, where the Native American human remains are located, is not damaged or disturbed. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. The descendants' preferences for treatment may include the following: o The nondestructive removal and analysis of human remains and items associated with Native American human remains. o Preservation of Native American human remains and associated items in place. o Relinquishment of Native American human remains and associated items to the descendants for treatment. o Other culturally appropriate treatment. The parties may also mutually agree to extend discussions, taking into account the possibility that additional or multiple Native American human remains, as defined in this section, are located in the project area, providing a basis for additional treatment measures. Human remains of a Native American may be an inhumation or cremation, and in any state of decomposition or skeletal completeness. Any items associated with the human remains that are placed or buried with the Native American human remains are to be treated in the same manner as the remains, but do not by themselves constitute human remains. Whenever the commission is unable to identify a		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
		descendant, or the descendants identified fail to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance. To protect these sites, the landowner shall do one or more of the following: o Record the site with the commission or the appropriate Information Center. o Utilize an open space or conservation zoning designation or easement. o Record a document with the county in which the property is located. The document shall be titled "Notice of Reinternment of Native American Remains" and shall include a legal description of the property, the name of the owner of the property, and the owner's acknowledged signature, in addition to any other information required by this section. The document shall be indexed as a notice under the name of the owner. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with the descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. o Human remains from other ethnic/cultural groups		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
		with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Archaeologist.		
5.1.6 Energy				
Threshold 10.a): Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. **Threshold 10.b):** The Project would meet or exceed all California Building Standards Code Title 24 standards. Moreover, energy consumed by the Project's operation is calculated to be comparable to, or less than, energy consumed by other industrial uses of similar scale and intensity that are constructed and operating in California. On this basis, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the Project would not cause or result in the need for additional energy producing facilities or energy delivery systems.	Less than Significant Less than Significant	**CRDR 5.1.6-1** The Project is required to comply with CALGreen, including all Nonresidential Mandatory Measures, including but not limited to requirements for bicycle parking, parking for clean air vehicles, charging stations, lighting, water conservation, waste reduction, and building maintenance. The provisions of CALGreen reduce energy use and fossil fuel use. **CRDR 5.1.6-2** Diesel-fueled vehicles at the Project site are required to comply with the CARB idling restriction requirements, which currently restrict vehicles from idling for more than 5 minutes. Prior to building permit final inspection, the County of Riverside will verify that signs are posted in the Project's truck courts specifying the idling restriction requirement.	N/A	N/A
5.1.7 Geology/Soils				
Threshold 11.a): The Project site is not located within an Alquist-Priolo Earthquake Fault Zone or within an area of a known fault. **Threshold 12.a):** Design of Project in conformance with the latest Building Code provisions for earthquake design is expected to provide adequate attenuation of any ground-shaking hazards, including, liquefaction hazards that are typical to southern California. **Threshold 13.a):** Design of the proposed Project in	No Impact Less than Significant Less than	**CRDR 5.1.7-1** The Project is required by law to comply with the California Building Standards Code and the Riverside County Building Code, which addresses construction standards including those related to geologic and soil conditions. **CRDR 5.1.7-2** As a standard condition of Project approval, the Project will be required to comply with the site-specific recommendations contained in the geotechnical investigation prepared for the Project site by SoCalGeo and dated October 1, 2018 which are included herein as Technical Appendix E and Technical Appendix E3. The recommendations cover grading, soil	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
conformance with the latest California Building Standards Code provisions for earthquake design is expected to provide adequate attenuation of ground-shaking hazards that are typical to southern California.	Significant	removal, and recompaction activities; building foundation, floor slab, retaining wall, and paving design; shoring of excavations and trenches, and related topics.		
Threshold 14.a): The Project site is not subject to on- or off-site landslides or rockfall hazards. The geotechnical investigation prepared for the Project site also evaluated the potential for collapse and lateral spreading hazards on site, and identifies site-specific recommendations to preclude collapse or lateral spreading hazards. As a standard condition of Project approval, the Project will be required to comply with site-specific recommendations contained in a Project-specific geotechnical report included as *Technical Appendix E1*, which would reduce potential impacts to less than significant.	Less than Significant	**CRDR 5.1.7-3** Prior to issuance of a grading permit, the Project Applicant is required to obtain coverage under a NPDES permit from the State Water Resources Control Board. Evidence that a NPDES permit has been issued shall be provided to the County of Riverside prior to issuance of a grading permit. **CRDR 5.1.7-4** Prior to issuance of a grading permit, the Project Applicant is required to prepare a SWPPP. Project contractors shall be required to ensure compliance with the SWPPP and shall permit periodic inspection of the construction site by the County of Riverside staff or its designee to confirm compliance.		
Threshold 15.a): The potential for subsidence to impact the site is considered low. the Project site's geotechnical report (*Technical Appendix E*) indicates that the site's settlement potential would be attenuated through the proposed removal of near surface soils down to competent materials and replacement with properly compacted fill. Through standard conditions of approval, the proposed Project would be required by the County to incorporate the recommendations contained within the Project site's geotechnical report (*Technical Appendix E*) into the grading plan for the Project. As such, implementation of the Project would result in less-than-significant impacts associated with ground subsidence.	Less than Significant	**CRDR 5.1.7-5** Prior to issuance of a grading permit, the Project Applicant is required to prepare and the County of Riverside shall approve a Final WQMP. The Project Applicant or its property manager shall be required to ensure compliance with the Final WQMP and shall permit periodic inspection of the Project site by County of Riverside staff or its designee to confirm compliance. **CRDR 5.1.7-6** The Project is required to comply with the provisions of the SCAQMD Rule 403 "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads. To comply with Rule 403, and prior to grading permit issuance, the County of Riverside shall verify that notes are specified on the Project's grading plans requiring Rule 403 compliance. Project construction contractors would be required to ensure compliance with the notes and permit periodic		
Threshold 16.a): There is no potential for the Project to be subject to hazards associated with seiches, mudflows, and/or volcanic hazards.	No Impact			
Thresholds 17.a) and 17.b): The Project would not change	Less than			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
topography or ground surface relief features. The Project would not create a substantial adverse effect associated with changes in topography nor create cut or fill slopes greater than 2:1 or higher than 10 feet. Impacts would be less than significant.	Significant	inspection of the construction site by County of Riverside staff or its designee to confirm compliance. To comply with Rule 403: • In order to limit fugitive dust emissions, all clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines. • The construction contractor(s) shall ensure that all distributed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three (3) times a day, preferably in the mid-morning, afternoon, and after work is done for the day. • The construction contractor(s) shall ensure that traffic speeds on unpaved roads and the Project site area are reduced to 15 miles per hour or less. **CRDR 5.1.7-7** The Project's construction activities are required to comply with the provisions of the SCAQMD Rule 1186 "PM_{10} Emissions from Paved and Unpaved Roads and Livestock Operations," which requires the use of a street sweeper certified by the Air Quality Management District (AQMD), and the use of non-toxic chemical stabilizers for dust control.		
Threshold 17.c): The Project site does not contain any operational subsurface sewage disposal systems under existing conditions. The Project site does not serve as a leach field for any off-site properties and has no potential to affect or negate operating subsurface sewage disposal systems.	No Impact			
Threshold 18.a): With mandatory compliance to the requirements identified in the Project's SWPPP, as well as applicable regulatory requirements, the potential for water and/or wind erosion impacts during Project construction would be less than significant. Mandatory compliance with the Project's WQMP would ensure that the Project does not result in substantial soil erosion or the loss of topsoil under long-term operating conditions.	Less than Significant			
Threshold 18.b): Through standard conditions of approval, the proposed Project would be required by the County to incorporate the recommendations contained within the Project site's geotechnical report (Technical Appendix E) into the grading plan for the Project. As such, implementation of the Project would result in less-than-significant impacts associated with expansive soils and would not create substantial risks to life or property.	Less than Significant			
Threshold 18.c): The Project does not propose the use of septic tanks or alternative waste water disposal systems. Accordingly, no impact would occur.	No Impact			
Threshold 19.a): With mandatory compliance to Rule 403	Less than			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
regulatory requirements, the potential for the Project to result in an increase in wind erosion and blowsand, either on- or off-site, would be less than significant.	Significant			
5.1.8 Greenhouse Gas Emissions				
Thresholds 20.a) Because the Project would emit 4,008.62 MTCO2e pe year, which would exceed the CAP's initial screening threshold of 3,000 MTCO2e, the Project's level of GHG emissions represent a cumulatively-considerable impact that requires mitigation in the form of CAP compliance. Threshold 20.b) The Project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project.	Less than Significant with Mitigation Incorporated	**GHG MM-1:** Prior to issuance of a building permit, the Project Applicant shall provide documentation to the County of Riverside Building Department demonstrating that the improvements and/or building subject to the building permit application include the following measures from the County of Riverside Climate Action Plan Update (2019) Greenhouse Gas Emissions Screening Tables (Appendix F to the Climate Action Plan), as needed to achieve the required 100 points. Substitute measures are acceptable from the Screening Tables, provided that a minimum of 100 points are achieved. • EE10.A.2. Windows. Enhanced Window Insulation (0.32 U-factor, 0.25 SHGC) = 5 points. • EE10.A.4. Air Infiltration. Blower Door HERS Verified Envelope Leakage or equivalent = 6 points. • EE10.A.5. Thermal Storage of Building. Enhanced Thermal Mass (20% of floor or 20% of walls 12'' or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials) = 4 points • EE10.B.2. Space Heating/Cooling Equipment. Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF) = 4 points. • EE10B.4. Water Heaters. Improved Efficiency Water Heater (0.675 Energy Factor) = 8 points • EE10.B.5. Daylighting. All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.) = 1 point • EE10.B.6. Artificial Lighting. Efficient Lights (25% of in-unit fixtures considered high efficiency. High efficiency is defined as 40 lumens/watt for 15 watt or less	Project Applicant/ Building & Safety Department	Prior to issuance of a building permit

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
		fixtures, 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40 watt) = 5 points • W2.D.1. Water Efficient Landscaping. Only low water using plant = 3 points. • W2.D.2. Water Efficient Irrigation Systems. Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water) = 3 points • W2.E.2. Toilets. Waterless Urinals (note that commercial buildings have both waterless urinals and high efficiency toilets will have a combined point value of 6 points) = 3 points • W2.E.3. Faucets. Water Efficient faucets (1.28 gpm) = 2 points • W2.F.1. Recycled Water. Graywater (purple pipe) irrigation system on site = 5 points • T3.A.2. Car/Vanpools. Car/vanpool program = 1 point, Car/vanpool program with preferred parking = 2 points. • T3.A.3. Employee Bicycle/Pedestrian Programs. Complete sidewalk to residential within ½ mile = 1 point, Bike lockers and secure racks = 1 point • T1.F.1. Parking. Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles = 1 point • T2.B.1. Sidewalks. Provide sidewalks on both sides of the street = 1 point • T4.B.1. Electric Vehicle (EV) Recharging Provide circuit and capacity in garages/parking areas for installation of EV charging stations = 16 points, Install EV charging stations in garages/parking areas =32 points. The Project is anticipated to include 8 circuit and capacity areas. Per the Screening Tables, each area is 2 points. The Project is anticipated to include 4 electric vehicle charging stations. Per the Screening Tables, each station is 8 points. **CRDR 5.1.8-1** The Project is required to comply with CALGreen, including all Nonresidential Mandatory Measures, including but not limited to requirements for bicycle parking,		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
		parking for clean air vehicles, charging stations, lighting, water conservation, waste reduction, and building maintenance. The provisions of CALGreen reduce energy use and fossil fuel use, which reduce greenhouse gas emissions. **CRDR 5.1.8-2** In compliance with the County's Climate Action Plan, prior to issuance of a building permit, the Project Applicant shall provide documentation to the County of Riverside Building Department demonstrating implementation of Climate Action Plan measure R2-CE1, which requires on-site renewable energy production to offset 20% of the building's energy demand.		
5.1.9 Hazards and Hazardous Materials				
Thresholds 21.a) and 21.b): With mandatory regulatory compliance, the Project's operational phase is not expected to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment.	Less than Significant		N/A	N/A
Threshold 21.c): The Project would not interfere with an adopted emergency response or evacuation plan.	No Impact			
Threshold 21.d): There would be no potential for existing or proposed schools to be exposed to substantial safety hazards associated with the routine transport of hazardous substances or materials to and from the Project site.	No Impact			
Threshold 21.e): The Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, therefore, would not create a significant hazard to the public or the environment.	No Impact			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
Thresholds 22.a), 22.b), and 22.c): The Project site is located within "Compatibility Zone C2" of the MARB Influence area. The Project was considered and conditionally approved by the Riverside County Airport Land Use Commission (ALUC) on May 20, 2020. The ALUC Staff report for the proposed Project concluded that the Project is conditionally consistent with the MARB ALUCP and the Project does not entail any uses prohibited or discouraged in Compatibility Zone C2. With compliance to the ALUC conditions of approval, the Project is consistent with the ALUCP and would not create a hazard. **Threshold 22.d):** There are no private airport facilities or heliports within the vicinity of the Project site. As such, the Project would not result in a safety hazard for people residing or working in the project area associated with private airports or heliports.	Less than Significant No Impact	**CRDR 5.1.9-1** Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing. **CRDR 5.1.9-2** The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan. • Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator. • Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport. • Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. • Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation. **CRDR 5.1.9-3** The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor non-		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
		residential uses; and hazards to flight. Children's schools are discouraged. **CRDR 5.1.9-4** The "Notice of Airport in Vicinity" included in the May 14, 2020 County of Riverside Staff Report shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice. **CRDR 5.1.9-5** The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, they would require subsequent Airport Land Use Commission review: Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters. **CRDR 5.1.9-6** The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. **CRDR 5.1.9-7** March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc. **CRDR 5.1.9-8** The proposed Project has been evaluated for		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
		286,995 square feet of warehouse area and 48,000 square feet of office area. Any increase in building area or change in use other than for office, manufacturing, and/or warehousing uses will require an amended review by the Airport Land Use Commission. **CRDR 5.1.9-9** Not more than 24,000 square feet of office area (two floors combined) shall be located within any single-acre area of the building. Office areas on each floor shall maintain a minimum separation of 210 feet from each other. Mezzanine office areas may directly overlie first floor office areas, provided that the single-acre office area maximum of 24,000 square feet is not exceeded. **CRDR 5.1.9-10** For the installation of solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by MARB. **CRDR 5.1.9-11** The Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2020-AWP-2286-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460- 1 L Change 2 and shall be maintained in accordance therewith for the life of the project. **CRDR 5.1.9-12** The proposed structure shall not exceed a height of 50 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 1,560 feet above		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
		mean sea level. **CRDR 5.1.9-13** The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission. **CRDR 5.1.9-14** The coordinates, frequencies, and power specified in the Determination of No Hazard to Air Navigation letter dated April 8, 2020 shall not be amended without further review by the Federal Aviation Administration Obstruction Evaluation Service. **CRDR 5.1.9-15** Temporary construction equipment used during actual construction of the structure(s) shall not exceed 50 feet in height and a maximum elevation of 1,560 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process. **CRDR 5.1.9-16** Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.		
5.1.10 Hydrology/Water Quality				
Threshold 23.a): Mandatory compliance with the SWPPP will ensure that the Project does not violate any water quality standards or waste discharge requirements during short-term construction activities. The Project Applicant also would be required to demonstrate compliance with the NPDES	Less than Significant	**CRDR 5.1.10-1** Prior to issuance of a grading permit, the Project Applicant is required to obtain coverage under a NPDES permit from the State Water Resources Control Board. Evidence that a NPDES permit has been issued shall be provided to the County of Riverside prior to issuance of a grading permit.	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
program, which requires certain land uses (e.g., industrial uses) to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program, unless an exemption has been granted. Mandatory compliance with the NPDES Industrial General Permit would reduce water quality impacts during long-term operation of the Project to below significant levels.		**CRDR 5.1.10-2** Prior to issuance of a grading permit, the Project Applicant shall prepare a SWPPP. Project contractors shall be required to ensure compliance with the SWPPP and shall permit periodic inspection of the construction site by the County of Riverside staff or its designee to confirm compliance.		
Threshold 23.b): The Project would not install any water wells; therefore, the Project would not directly extract groundwater from the Perris North Groundwater Basin. BMPS are incorporated into the site design to minimize potential adverse effects related to groundwater recharge.	Less than Significant	**CRDR 5.1.10-3** Prior to issuance of a grading permit, the Project Applicant is required to prepare and the County of Riverside shall approve a Final WQMP. The Project Applicant or its property manager shall be required to ensure compliance with the Final WQMP and shall permit periodic inspection of the Project site by County of Riverside staff or its designee to confirm compliance.		
Threshold 23.c): The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course or a river or stream or through the addition of impervious surfaces.	Less than Significant	**CRDR 5.1.10-4** The site is located within the bounds of the Perris Valley Area Master Drainage Plan (PVAMDP) for which drainage fees and mitigation fees have been established by the Board of Supervisors. Applicable ADP mitigation fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to permits for this Project. The drainage fee is required to be paid prior to the issuance of the grading permits		
Threshold 23.d): With mandatory compliance to the requirements noted in the Project's SWPPP, as well as mandatory compliance to applicable regulatory requirements including but not limited to SCAQMD Rule 403, the potential for water and/or wind erosion impacts during Project construction would be less than significant. Following construction, wind and water erosion on the Project site would be minimal because the areas disturbed during construction would be landscaped or covered with impervious surfaces and drainage would be controlled through a storm drain system. With compliance of the Project-specific WQMP, implementation of the proposed Project would not result in substantial erosion or siltation on-site or off-site.	Less than Significant			
Threshold 23.e): All runoff would be directed to the storm	Less than			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
drain infrastructure and the Project would not substantially increase the amount of surface runoff in a manner which would result in flooding on-site or off-site.	Significant			
Threshold 23.f): There is no potential for the Project's storm water to exceed the capacity of available infrastructure or to discharge polluted runoff. As such, the Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	Less than Significant			
Threshold 23.g): The Project site is located in Flood Zone X; an area of minimal flood hazard and the Project would not impede or redirect flood flows.	Less than Significant			
Threshold 23.h): The nearest large body of surface water to the Project site is the Perris Reservoir, located approximately 3.6 miles east of the Project site. According to MVAP Figure 11, Special Flood Hazards Areas, the Project site is not located within any dam inundation areas or special flood hazard areas. The Project site is located over 37 miles from the Pacific Ocean and is therefore not subject to a tsunami.	No Impact			
Threshold 23.i): The proposed Project would not conflict or obstruct implementation of a groundwater management plan or implementation of a groundwater sustainability plan	No impact			
5.1.11 Land Use/Planning				
Threshold 24.a): With implementation of the mitigation measures identified for air quality, biological resources, and greenhouse gas emissions, the Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	Less than Significant	N/A	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
Threshold 24.b): The Project would not divide an established community.	No Impact			
5.1.12 Mineral Resources				
Threshold 25.a): The Project site is not designated by the State Mining and Geology Board as being of regional or statewide significance. Because the site is not located within an area known for mineral resources that are of value to the region and the residents of the State, no impact would occur.	No Impact	N/A	N/A	N/A
Threshold 25.b): The Project does not have a designation or zoning for mining and is not located with an area designated by the State Mining and Geology Board as being of regional or statewide significance. Therefore, there is no potential for the Project to result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.	No Impact			
Threshold 25.c): The site is not located in a State designated sector of valuable resources and there are no known quarries or mines in the immediate vicinity of the Project site. Therefore, no impact would occur.	No Impact			
5.1.13 Noise				
Threshold 26.a): The Project site is located outside the 65 dBA CNEL noise level contour boundary of the March Air Reserve Base. The Project would not expose people residing or working in the Project area	Less than Significant	**CRDR 5.1.13-1** All construction activities are required to comply with Riverside County Code Section 9.52. This requirement shall be noted on all grading and building plans and in bid documents issued to construction contractors.	N/A	N/A
Threshold 26.b): There are no private airfields or airstrips in the vicinity of the Project site. Therefore, the Project would not expose people to excessive noise levels associated with operations at a private airstrip. No impact would occur.	No Impact			
Threshold 27.a): The Project would not cause a substantial construction-related temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project, and impacts would be less than	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
significant. **Threshold 27.b):** Because the Project-related vibration velocity levels would remain below the County of Riverside threshold of 0.01 in/sec RMS at all receiver locations during the Project's construction activities and operational activities. Therefore, the Project would not expose persons to or generate excessive ground-borne vibration or ground-borne noise levels.	Less than Significant			
5.1.14 Paleontological Resources				
Threshold 28.a): Grading and excavation activities that occur deeper than 4-feet in depth in areas of the Project site that are composed of very old alluvial fan sediments ranked with a High Potential/Sensitivity (High B), and grading and excavation activities that occur deeper than 8-feet in areas mapped as young alluvial fan in the northern are of the Project site, have the potential to unearth paleontological resources that may exist below the ground surface. If significant paleontological resources are unearthed, there is a potential for a significant impact to occur if the resources are not properly identified and treated. Therefore, the Project's potential to directly or indirectly destroy unique paleontological resources that may be present beneath the ground surface, is a potentially significant impact and mitigation is required.	Less than Significant with Mitigation Incorporated	**PALEO MM-1:** Prior to the issuance of grading permits that would involve grading on the older alluvial fan deposits mapped at the surface across the southern and central areas of the Project site, full time paleontological monitoring of mass grading and excavation activities below a depth of four feet (4) below the surface in areas mapped as such shall be required in order to mitigate any adverse impacts to potential non-renewable paleontological resources. Where mapped as young alluvial fan in the northern area of the Project site, full-time paleontological monitoring of mass grading and excavation activities below a depth of eight (8) feet from the surface is recommended. These requirements shall be documented by the Project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). The PRIMP shall be submitted to the County Geologist for approval prior to issuance of a Grading Permit.	Project Applicant, Project Paleontologist or Geologist, County Geologist	Prior to issuance of a grading permit
5.1.15 Population and Housing				
Threshold 29.a): Development of the Project would not displace substantial numbers of existing housing or displace a substantial number of people, necessitating the construction of replacement housing elsewhere. **Threshold 29.b):** The Project is not expected to be a catalyst for any population growth and no impact associated with population projections or affordable housing needs would occur.	No Impact Less than Significant	N/A	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
Threshold 29.c): The Project site would not directly generate a residential population. The on-site employment generation would not induce substantial growth in the area because it is anticipated that the Project's future employees would already be living in the Riverside County area. The Project's proposed improvements are specific to the Project and Project-related improvements would not extend beyond the Project site's frontage.	Less than Significant			
5.1.16 Public Services				
Threshold 30.a): The Project would be served from existing RCFD fire stations and would not cause the construction of a new fire station or physical alteration of any existing fire station. **Threshold 31.a):** The Project would not trigger the need for new or improved law enforcement facilities. In addition, the Project would comply with the existing regulatory policies and General Plan policies that would further reduce any impacts to law enforcement services associated with the Project. **Threshold 32.a):** The Project would not directly create a demand for additional public-school facilities. **Threshold 33.a):** The Project would not directly create a demand for public library facilities and would not directly result in the need to modify existing or construct new library buildings. **Threshold 34.a):** The Project would not result in a substantial increase in demand for public and/or private health care facilities.	Less than Significant Less than Significant Less than Significant Less than Significant Less than Significant	**CRDR 5.1.16-1** Prior to building permit inspection, the Project Applicant is required to comply with the County's DIF Ordinance (Riverside County Ordinance No. 659), which requires payment of a development mitigation fee to assist in providing revenue that the County can use to improve public facilities and/or equipment, to offset the incremental increase in the demand for public services. **CRDR 5.1.16-2** Prior to building permit inspection, the Project Applicant is required to comply with the provisions of California Government Code Sections 65995.5 to 65998 by payment of required school impact fees to the Val Verde Unified School District, in accordance with the District's Level 1 Fee Schedule.	N/A	N/A
5.1.17 Recreation				
Thresholds 35.a) and 35.b): The Project does not propose to	No Impact.		N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
construct any recreational facilities; therefore, no impacts from proposed recreational facilities would result from the Project. Additionally, the Project proposes a light industrial land use that would not directly result in an increase in the County's population and therefore a demand for the construction or operation of recreational facilities. **Threshold 35.c):** The Project site is within Community Service Area (CSA); however, CSA #89 was established for lighting and landscape maintenance and was not established for the purpose of maintaining parks or recreation facilities**.** The Project proposes to develop the site with warehouse uses, is not located within the purview of any Community Park and Recreation Plans, and would not be subject to the payment of Quimby fees. Thus, no impact would occur. **Threshold 36.a):** The Project proposes to develop the site with warehouse uses, is not located within the purview of any Community Park and Recreation Plans, and would not be subject to the payment of Quimby fees. Thus, no impact would occur.	Less than Significant. No impact.			
5.1.18 Transportation				
Threshold 37.a): Traffic generated by the Project's construction phase would not result in a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. **Threshold 37.b): T**he Project would not exceed the County threshold of 14.24 VMT per employee; therefore, impacts to VMT would be less than significant. The Project is proposing to construct site adjacent roadway improvements on the eastern side of Harvill Avenue, including sidewalk and bicycle lanes consistent with the Riverside County General Plan. The construction of these site adjacent roadway facilities consistent with the General Plan is not expected to	Less than Significant No Impact	**CRDR 5.1.18-1** Prior to issuance of building permits, the Project Applicant would be required to pay appropriate Development Impact Fee Program (DIF) fees at the rates then in effect in accordance with Riverside County Ordinance No. 659. **CRDR 5.1.18-2** Prior to final building inspection, the Project Applicant would be required to pay appropriate Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance (TUMF) fees at the rates then in effect in accordance with Riverside County Ordinance No. 824.	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
significantly alter regional or interregional travel as they would not provide new or significantly enhanced capacity to a regional highway corridor.				N/A
Threshold 37.c): The Project site is located in a portion of Riverside County around the I-215 corridor that is developing as an employment center, containing business park, distribution warehousing, e-commerce, and light industrial land uses, and the Project would not substantially increase hazards due to an incompatible use (e.g., farm equipment). The Project Applicant would be required to construct AC pavement, driveway, sidewalk, curb and gutter along its frontages with Rider Avenue and Harvill Avenue. The truck court would be devoid of landscaping to avoid inference with truck movements. Furthermore, all Project driveways are designed to be stop-sign controlled and sight distances at each Project driveway will be reviewed by the County of Riverside at the building permit stage of Project implementation at the time the roadway improvement plans are submitted in order to ensure that sight distance meets minimum County safety standards.	Less than Significant			
Threshold 37.d): The Project would contribute traffic to off-site public roadways; however, public roads require periodic maintenance as part of their inherent operational activities, and such maintenance would not result in substantial impacts to the environment. Public roadway maintenance would be funded through the Project Proponent's payment of DIF and the Project site owner(s) future payment of property taxes. Maintenance of roads would not result in any new impacts to the environment beyond that which is already disclosed and mitigated by this MND. Therefore, the Project's potential to cause an effect upon, or a need for new or altered maintenance of roads, would be less than significant.	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
Threshold 37.e): Circulation facilities in the Project study area would have adequate capacity to accommodate the Project's construction-related traffic.	Less than Significant			
Threshold 37.f): The County evaluated the Project's design, including but not limited to, the layout of the Project's proposed logistics warehouse building, drive aisles, parking lots, and truck court, to ensure that the Project would provide adequate emergency access and access to nearby uses at Project buildout. Furthermore, the Project would provide adequate emergency access along abutting roadways during temporary construction activities within the public right-of-way. In addition, the proposed Project would be required to comply with Riverside County Ordinance Nos. 460 and 461, which regulate access road provisions. With required adherence to County requirements for emergency access, impacts would be less than significant.	Less than Significant			
Threshold 38.a): The Project is proposing to construct site adjacent roadway improvements on the eastern side of Harvill Avenue, including sidewalk and bicycle lanes. However, impacts associated with the roadway improvement is inherent to the Project's construction phase, and such impacts have been evaluated throughout this EIR. Where significant impacts have been identified, feasible mitigation measures have been identified to reduce impacts to the maximum feasible extent. There are no impacts associated with the bike lane installation not already addressed herein. As such, impacts would be less than significant.	Less than Significant			
5.1.19 Tribal Cultural Resources				
Thresholds 39.a) and 39.b): There are no known tribal cultural resources present on the Project site.	No Impact	N/A	N/A	N/A
5.1.20 Utilities/Service Systems				
Threshold 40.a): Potential impacts associated with the installation of on-site and off-site utility improvements are	Less than Significant		N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
evaluated throughout this MND and mitigation measures are identified for construction-related effects that would reduce construction-phase impacts to the maximum feasible extent. There would be no significant impacts specifically related to the installation of water, wastewater, or storm drain infrastructure beyond the overall construction-related effects of the Project as a whole.				
Threshold 40.b): As discussed in the 2015 EMWD Urban Water Management Plan, adequate water supplies are projected to be available to meet EMWD's estimated water demand through 2040 under normal, historic single-dry and historic multiple-dry year conditions. EMWD forecasts for projected water demand are based on the population projections of SCAG, and the Project's water demand would be identical to the projection for the site's existing land use designation.	Less than Significant			
Thresholds 41.a) and 41.b): The Perris Valley Regional Water Reclamation Facility has sufficient capacity to treat wastewater generated by the Project in addition to existing commitments. The Project would not create the need for any new or expanded wastewater facility. The installation of water, sewer, and storm drain line connections as proposed by the Project would result in physical impacts; however, these impacts are considered to be part of the Project's construction phase and are evaluated throughout this MND accordingly. Additional mitigation measures beyond those identified throughout this MND would not be required.	Less than Significant			
Threshold 42.a): The El Sobrante Landfill, the Badlands Sanitary Landfill, and the Lamb Canyon Sanitary Landfill have sufficient daily capacity to accept solid waste generated by the Project. Impacts to regional landfill facilities during the Project's construction and long-term operational activities	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
would be less than significant. **Threshold 42.b):** The Project would be required to comply with all applicable solid waste statutes and regulations; as such, impacts related to solid waste statutes and regulations would be less than significant. **Thresholds 43.a) through 43.f):** The proposed Project would include connections to existing electricity, natural gas, and communications infrastructure that already exist in the area, and all such connections would be accomplished in conformance with the rules and standards enforced by the applicable service provider. There are no unique conditions associated with the Project's proposed utility service connections that would result in impacts to the environment that have not already been addressed by this MND Impacts would be less than significant.	Less than Significant Less than Significant			
5.1.21 Wildfire				
Thresholds 44.a) through 43.e): The Project site is located in an area that does not pose a high fire risk. The Project site is not located in or adjacent to a State Responsibility Area (SRA), nor is the Project site classified as a very high fire hazard severity zone, or other hazardous fire area.	No Impact	N/A	N/A	N/A